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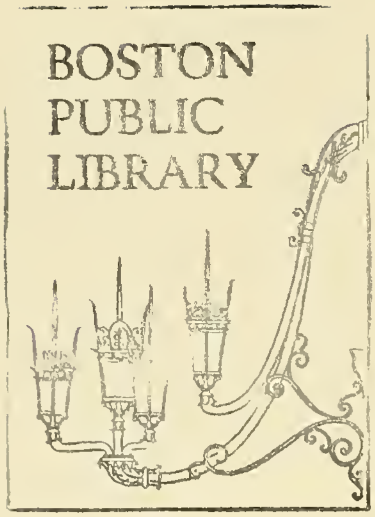

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January 25, 1994

BY MESSENGER

Beverly Johnson, Assistant Director
for Institutional Planning and
Development
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02110

Re: Boston College/Proposed
Expansion of Alumni Stadium

Dear Ms. Johnson:

We represent the Allston/Brighton B.C. Community Relations Committee ("Community Relations Committee") and the Chestnut Hill Association in connection with the Boston College ("BC") plan to expand Alumni Stadium (the "Stadium").

For the reasons given below, we are writing in our clients' behalf to request that you take the following steps before you make any determination regarding the adequacy of BC's plan pursuant to Articles 51 and 31 of the Boston Zoning Code:

1. Require BC to file with the BRA all information required in your Scoping Determination issued on or about September 2, 1993;

2. Require BC to file with the BRA all other documents it intends to submit as part of its Draft Project Impact Report, as supplemented to date;

3. Require BC to file with the BRA the Transportation Master Plan called for in the Memorandum of Understanding between BC and the Community Relations Committee dated January 27, 1992 (the "MOU") and in BC's Master Plan for Physical Facilities Development (1991-2001) approved by the Boston Zoning Commission on July 8, 1992 ("Master Plan");

4. Require BC to file with the BRA the Environmental Impact Report ("EIR") required by the Certificate of the Massachusetts Secretary of Environmental Affairs dated August 9, 1993;

5. Once BC has filed all of the documents called for in items 1-4, above, convene a public hearing on BC's DPIR, with sufficient notice to permit interested parties an opportunity to review and analyze all of such documents; and

6. At the public hearing, provide a hearing room large enough to accommodate both proponents and opponents of BC's plan and provide both sides "equal time" to make their presentations, even if this means holding the hearing over two or more dates.

We are making this request not only to ensure that our clients receive due process and to correct the many flaws in the process used to date, but also to permit the BRA to have before

it of all the information required under Articles 51 and 31 of the Boston Zoning Code ("BZC"). Some of these flaws are the result of BC's piecemeal approach to the application process and some are the result of your failure to regulate the application and review process in a way which not only protects the rights of both sides but elicits as much relevant information about BC's plan and its impact on the community as possible. Whatever their particular cause, all of the flaws have severely affected our clients' right to participate in the process in a meaningful way, in violation of the letter and spirit of Articles 51 and 31. The BRA has failed to secure the meaningful participation of the community and the public as required by Articles 51 and 31. Article 51 specifically requires the participation of the Task Force and other civic and neighborhood associations in the master plan approval process (Sections 51-6 and 51-31.7), and Article 31 specifically requires the solicitation of public comment in the project approval process (Section 31-5), yet the BRA has prematurely and arbitrarily curtailed the public comment period. And as you should well appreciate, our clients' participation is critical, given (1) the obvious enormous impact the Stadium's expansion by 12,000 seats will have on the surrounding neighborhoods and (2) BC's representations to our clients in 1992 that it had no plans to expand the Stadium for at least 10 years. The Stadium has been a neighborhood issue for years and our

clients are convinced that any further expansion will only exacerbate existing problems which BC has never adequately resolved. These problems, which are described in detail in the enclosed submission, have historically included traffic, parking, noise, light, air quality and design, and have affected the community not only on game days, but throughout the year. Because of these pre-existing problems, when BC sought community approval of its proposed Master Plan in 1992, our clients wanted assurances that BC would not seek to expand the Stadium as part of its Master Plan. BC repeatedly represented to our clients that it had no plans to expand the Stadium for at least 10 years. Relying on BC's representations, our clients negotiated and signed the MOU, pursuant to which they gave their support to BC's Master Plan. Within six (6) months after approval of the Master Plan, a document five or more years in the making, BC announced its plans to expand the Stadium.

To support our clients' position, we cite the following flaws in the process:

1. BC has failed to provide an accurate description of the existing and proposed structures in its IMPNF and proposed amended master plan as required by Section 51-30 (b) and (d) of the Boston Zoning Code. As of this date, the community still does not know what the Stadium's final design will be, making it impossible to evaluate its impact. The result is that the

community has been denied meaningful participation in the process.

2. BC has failed to describe the project's proposed height, square footage, dimensions or design in its PNF as required by Section 31-5.1 of the Boston Zoning Code. Again, the community cannot evaluate what it has not seen, as a result of which it has been denied meaningful participation in the process.

3. BC's DPIR dated November 3, 1993 included a design for the Stadium which was radically different from the design it proposed in its IMPNF/PNF. More specifically, BC's initial proposal called for expanding the Stadium to 44,500 seats while retaining the Stadium's basic design. In its DPIR, BC proposed adding four very large towers and upper decks above the endzones, which changes would obviously have a very different impact on the community in terms of light, density, noise and visual impact and other factors. The problem with BC's new design from a procedural perspective is that it undermined the BRA's scoping process pursuant to Articles 51 and 31. The BRA's Scoping Determination addressed BC's original plan. Insofar as the community is entitled to be involved in the scoping process, BC deprived the community of meaningful participation by filing a DPIR which was inconsistent with its IMPNF/PNF. The fact that BC has once again modified the design (in response to community input) does not mitigate this procedural flaw. The community,

the BRA and other concerned agencies still need an opportunity to evaluate the effects of the latest design changes.

4. Since filing its DPIR on November 3, 1993, BC has filed at least two (2) more documents supplementing its DPIR. These documents have included BC's "Supplemental Information Report - Traffic" submitted on December 3, 1993, which addressed the impact of the plan on local traffic; and its "Air Quality, Noise and Wind" report submitted on December 17, 1993, which addressed air quality, noise and wind issues. A third supplement which further addresses noise issues has been prepared, but we are unaware whether or not it has been submitted. Instead of having had the opportunity to study and respond to one complete proposal, the community has had to respond to a piecemeal proposal "on the fly". Notwithstanding the fact that the BRA has extended the comment period through today, it has clearly failed to provide the community and other interested parties with 30 days to comment on BC's entire proposal as required by Section 31-5.3 of the BZC. It is still not clear that BC's DPIR is complete as of today, as pieces and supplements continue to surface. Consequently, the public comment period should remain open. More generally, it should be obvious that comment cannot be meaningful unless one has all of the relevant information and an adequate period for analysis. This opportunity has been denied under both Article 51 and Article 31.

5. BC has failed to respond adequately or at all to numerous requests for information contained in the BRA's Scoping Determination. While we identify and discuss BC's missing and inadequate responses in detail in the enclosed submission, some of the more important requests for information concern the following:

- evidence of site control for the Stadium project, including satellite parking areas
- financial information
- mitigation of project's impact on traffic and parking
- mitigation of project's impact regarding noise

If the BRA approves BC's plan without benefit of this information, it will have violated its own Scoping Determination and the process mandated by Articles 51 and 31. And again, the community will have been denied meaningful participation in the process. If BC fails to provide information which the BRA has determined is important for evaluating the Stadium plan, the community obviously cannot fully assess its potential impact.

6. The BRA has failed to consider "the **cumulative impact** of [the proposed] project together with existing uses and other proposed projects" (emphasis added) in its review of BC's proposed amendment to its Master Plan, as required by Section 51-34.3 (c) of the BZC, by failing to require that BC file its EIR and Master Transportation Plan as part of its submission to the BRA. In its EIR and Master Transportation Plan, BC is supposed

to address the impact of its Master Plan on the environment and on transportation and parking. Clearly, the Stadium expansion is going to add to the impact of the Master Plan on the environment and on traffic and parking. Neither the BRA nor the community can assess the cumulative effect of the Stadium expansion on the Master Plan without knowing the already anticipated effects of the Master Plan on the environment and traffic and parking. The EIR and Master Transportation Plan should provide much of this information.

7. The BRA has failed to hold a public hearing as required by Section 51-31.7 of the BZC. The December 8, 1993 hearing did not even provide the rudiments of due process to the community. Despite our clients' request that the hearing be relocated to a larger room to accommodate the larger number of persons who wanted to attend, the BRA refused to change the room. When our clients arrived for the hearing, they found the room already filled with supporters of BC's plan whom we understand BC had bussed into Boston. Consequently, many of our clients had to sit or stand in the hallways outside. In addition, the BRA denied our clients equal time to speak and be heard. Of the approximately three and a half hours the hearing lasted, BC and its supporters spoke for about the first three hours and our clients spoke for the last half hour, only after pleading with the BRA for an additional 15 minutes. Moreover, and of equal

importance, the December 8 hearing was held prematurely, without the benefit either of BC's further supplements to its DPIR, the missing or further information requested in the BRA's Scoping Determination or BC's EIR or Master Transportation Plan.

8. By permitting BC to file a joint IMPNF/PNF and to seek master plan amendment under Article 51 and project approval under Article 31 at the same time and in the same process, the BRA has allowed the process to become unnecessarily difficult to understand and follow, to the detriment of the community and the public.

9. Any final decision made by the BRA under Article 51 requires submission to the Boston Zoning Commission for approval. Although the second sentence of the penultimate paragraph of Section 51-32.3 appears to grant the BRA the right to give final approval of a Master Plan amendment which is limited to the addition of a Proposed Institutional Project, we submit that it is clear that such sentence contains a typographical error (the sentence should refer to "subsection (a) or (b)" rather than "(b) or (c)"), and that the purported delegation of authority to legislate zoning changes is improper and illegal under the Zoning Enabling Act.

10. The BRA has failed to coordinate its development review under Article 31 with the requirements of the Massachusetts Environmental Policy Act as required by Section 31-13 of the BZC.

BC has been ordered by the Secretary of Environmental Affairs to prepare and submit a comprehensive EIR with respect to its Master Plan. The BRA should require submission of the EIR before rendering a decision on the stadium expansion project which is proposed to be a part of the Master Plan.

11. The BRA has failed to coordinate its development review under Article 31 with the design review requirements of the Boston Civic Design Commission ("BCDC"), as required by Section 31-11 of the BZC. Submission of the project to the BCDC was delayed until very late in the process, thereby depriving both the BCDC and the public a normal and adequate review process.

12. Any decision rendered under Article 31 must be a Preliminary Adequacy Determination and require submission of a Final Project Impact Report, the filing of which will trigger an additional 30-day public comment period. There is no authority for issuance of Final Adequacy Determination at this juncture.

13. The BRA cannot approve the proposed amendment to BC’s Master Plan because the proposed amendment does not meet the requirements of Section 51-31.8 of the BZC, as more fully set forth in the attached substantive materials.

14. The BRA cannot approve the stadium expansion plan under Article 31 because the proposed project does not meet the standards promulgated in Section 31-1 of the BZC, as set forth in

Article 31, as more fully set forth in the attached substantive materials.

15. As a result of the lack of final design details made available by BC, the stadium expansion plan cannot be approved because it is not "fully described for its location" in the proposed Master Plan amendment, as required by Article 51, Section 31-29.2.

16. The BRA has failed to require BC to address the cumulative impact associated with the proposed stadium expansion, as required by Article 51, Section 51-31.9(a)(i), in connection with its Article 31 development review. Examination of cumulative impacts requires a comprehensive approach to environmental and traffic issues, which can be achieved only by submission of the Transportation Master Plan required by the Master Plan and by the MOU, and by submission of the EIR required by the Secretary of Environmental Affairs.

As a result of the foregoing defects in the process our clients have been denied a meaningful opportunity to present to the BRA their legitimate substantive objections to BC's proposal. There is enclosed herewith and incorporated herein by reference a submission prepared by our clients indicating some of their substantive concerns. We urge the BRA to deny BC's proposal or, in the alternative, to continue the process of eliciting and

evaluating information necessary to make an informed decision in accordance with Article 51 and 31 of the BZC.

Respectfully submitted,
Allston-Brighton B.C.
Community Relations
Committee
Chestnut Hill Association

By their attorney,

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VH/ch*

ALLSTON/BRIGHTON B.C. COMMUNITY RELATIONS COMMITTEE
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Allston, MA 02134

CHESTNUT HILL ASSOCIATION, INC.
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January 25, 1994

Beverley Johnson
Assistant Director for Institutional Planning
Boston Redevelopment Authority
Boston City Hall, Room 931A
City Hall Plaza
Boston, MA 02210

Re: Boston College proposal to amend its Master Plan for Physical Facilities to include enlargment of Alumni Stadium.

Dear Chairman Jones:

The Allston/Brighton B. C. Community Relations Committee and the Chestnut Hill Association respectfully request that the Boston Redevelopment Authority deny Boston College's request for approval to expand Alumni Stadium because a) the College has failed to show that it meets the applicable standards of approval under Articles 51 and 31 of the Boston Zoning Code; b) the College has failed to meet the requirements of the Scoping Determination and of Articles 51 and 31 relative to evaluation of project impacts; and c) the Boston Redevelopment Authority and the College have failed to follow Article 31's and 51's mandatory procedural requirements for evaluation of plan amendments and proposed developments.

I. The College has failed to show it meets the applicable standards of approval under Article 51.

There are three requirements for approval of amendments to Institutional Master Plans. Section 51-31(8). A proponent must show, and the B.R.A. must find, that each is met in order for the B.R.A. to approve the amendment.

A. The Amendment does not meet the requirements of Article 51.

The first requirement, that the amendment conform to the provisions of Article 51, has not been met in that the amendment is inconsistent with the purpose, goals and objectives of Article 51, as set forth in Section 51-1; the amendment fails to meet the requirement of Section 51-30 governing content of institutional master plans; and the amendment and supporting studies do not comply with Section 51-34 3(c) requiring consideration of cumulative impacts.

1. The proposed amendment is inconsistent with the objectives of Article 51.

A primary goal of Article 51 is ensuring adequate density control. An approval here would be inconsistent with this goal. According to the Scoping Determination, page 4, the Boston campus FAR is already 2.0, and is already in excess of the FAR for the Boston College Subdistrict that was originally established under Article 51. (See Table I to Article 51--the original FAR is 1.0) Even assuming the figure of 2.0 is correct (and the community has never been provided with information that would enable it to verify this figure) the already excessive FAR apparently does not account for all the new projects which were approved as part of the original master plan approval but which have not yet been built, including a new student center on the lower campus, a new academic building proposed for the sliver of land between the stadium and Beacon Street, and an additional dormitory. The numbers tell us what the eye can plainly see--the Boston campus is extraordinarily dense and is going to get denser even without the stadium expansion.

Another important goal of Article 51 is preserving, enhancing, and creating open space. This goal would be

undermined by stadium expansion. During football games, all open space in the area, including Shea Field, St. John's Seminary, and land along MDC parkways, is overrun with cars. Expanding the stadium will increase the pressure to forever park cars in these green areas, and frustrate the goal of protecting them.

Article 51 is intended to protect the environment, improve the quality of life, and promote the safety, health and welfare of the people of Boston. Stadium enlargement is inconsistent with these goals. On football game days, residential streets in the vicinity of the stadium are overrun with cars and buses; green spaces become parking lots, as noted above; media helicopters and planes with advertising banners circle the stadium for hours creating a safety and noise problem; Neighborhoods south of the stadium are bombarded with noise--noise which B.C. admits will increase if the stadium is expanded. Pedestrians are also likely to create a public safety problem as B.C. enters a more competitive and exciting era. We note that after the Notre Dame win, the campus erupted, and campus police were unable to restrain a crowd of approximately 2000 students from tearing down the goal posts in the stadium and trampling two automobiles parked in front of Conte Forum. If police could not restrain 2000 people, how will they restrain a crowd of 45,000 fans excited about a victory over Notre Dame in Alumni Stadium? We are particularly concerned about this because under the currently proposed stadium design, it appears that tens of thousands of people will be existing the stadium directly on to Beacon Street, whose sidewalks are extremely narrow.

No one is a better judge of how the stadium affects quality of life than the people whose lives are affected, and in this regard, it is noteworthy that Councilor Brian McLaughlin has collected and submitted to the BRA over 900 letters from his constituents opposed to the stadium. (Those letters are incorporated herein by reference as if actually attached hereto).

Approving the stadium enlargement would be inconsistent with the goal of Article 51--providing for the well-planned development of institutions. As part of the original Master Plan Approval, Boston College agreed to conduct a

transportation master plan study to address and mitigate the impacts of its developments on adjacent roadways. B.C. has never completed this study and as a result, there is no overall plan, but rather piecemeal decision making. We need this plan to evaluate the stadium expansion. We need to know how the stadium expansion would affect availability of parking; we need to know how the expanding stadium will affect the internal roadways, whose availability would keep B.C. traffic off public streets.

2. The Amendment does not contain the information required by Section 51-30.

The amendment also fails to meet the requirement of Section 51-30 governing content of institutional master plans. Specifically lacking is the information required by subsections (b) and (d) pertaining to gross floor area, floor area ratios, building heights (we still do not know whether there were will be four, two or no towers on the proposed design, and because the answer seems to depend upon the issuance of a waiver from the state's Architectural Access Board which cannot act pending MEPA certification, we will not know for some time and certainly not by the close of the comment period), and the construction timetable. Also lacking is the information pertaining to pedestrian circulation on the lower campus in general and as it relates to the stadium. The public has little or no information about pedestrian access routes to and from the stadium. B.C. is withholding information about the Recreation Center it proposes to build to the north of the stadium and the community is concerned that this building will block pedestrian access to the stadium from the interior of the campus, forcing 30,000 to 40,000 people to exit the stadium to Beacon street, across from residential areas.

3. The proposed amendment and supporting documents do not consider cumulative impacts as required by section 51-34 3(c).

Where a proposed amendment to an institutional master plan involves the addition of a project, the B.R.A. must consider the impacts of the proposed project "together with existing uses and other Proposed Projects." see 51-34 3(c). For the B.R.A. to consider cumulative impacts, the impacts

must be addressed, but B.C. has utterly failed to do this. Even worse, its DPIR discusses only half the project as originally described. In the IMPNF, the project was described as Alumni stadium plus a new recreation complex. The DPIR discusses only the stadium, even though it is virtually certain the the College will be building a new recreation complex.

There are many cumulative impacts associated with the proposed stadium. Its northern endzone will remove scarce parking spaces from the campus. It will occupy space presently used as part of the campus' internal access road. Will more cars be displaced onto city streets for parking and traveling from one point on the campus to another? The height of the proposed addition is another cumulative impact as the last bit of sightline from Beacon Street across the campus will dispapear with this addition. The removal of the running track will have cumulative impacts--where will it go? How does the academic building approved for Beacon Street in front of the stadium interact with pedestrian access to the stadium? How does the proposed recreation complex interact with pedestrians? What about noise? There will be an increase both during construction and after when the expansion is complete. What are the ambient noise levels in the neighborhood and how will the project compound what already occurs? The list could go on and on.

The point here is that under Article 51, institutions must have a plan and when they propose amendments to the plan, they must address, and the BRA must consider how an individual project interacts with the plan as a whole. With the kind of piecemeal submission that has been made here, there can be no master planning.

B. The amendment does not meet the requirement of conformity with the Allston-Brighton Neighborhood Plan and the general plan for the city, and the B.R.A. may not waive the requirement.

The second requirement for amendment approval--the amendment must conform to the Allston-Brighton neighborhood Plan and the general plan for the City as a whole--is also not met. The Allston-Brighton neighborhood plan was never completed or adopted by the BRA or the zoning commission,

and to our knowledge, there is no general plan for the city as a whole. Thus, there can be no conformity with these plans, and the BRA lacks authority to issue an approval unless the zoning commission first amends Article 51.

C. The amendment does not meet the third requirement for approval because on balance, it is injurious to the neighborhood and detrimental to the public welfare.

The third requirement for amendment approval--that on balance, nothing in the Institutional Master Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens--has not been met. The detriments to the neighborhood include the following:

1. Conversion of green spaces into parking lots.

The introduction of a major parking area of approximately 750 spaces accommodating approximately 2,250 persons on St. John's Seminary, a Conservation Protection Subdistrict, whose access point is Lake Street, a local residential street. The traffic not only impairs the green space, but also negatively impacts the residents.

2. Overwhelming the neighborhoods with shuttle buses and generally increasing traffic.

The introduction of a major bus shuttle service between the remote parking area (Honeywell-Bull) and the campus will adversely effect the Allston-Brighton Business District and the intersection of Washington Street and Market Street. The projected increase in parking at the Honeywell-Bull parking area is approximately twice the use experienced in 1993 and the bus shuttle services will increase by a proportional amount. Other shuttle services will also increase, to the neighborhood's detriment.

Moreover, we believe that the traffic plan for the stadium will not work. It grossly overestimates the amount of T ridership to games, and is dependent upon Boston College making extensive use of publicly owned land for parking and obtaining satellite parking lots for which it currently has no leases. The best that B.C. has offered on

the privately owned satellite lots is three year leaseholds, but the proposed stadium expansion will be around for many more years than this. What will happen if B.C. loses, or decides not to renew these leases three years from now? What if B.C. decides it is too expensive to implement the park and shuttle system? The community does not consider a three year lease on satellite lots to be an adequate protection. We note further that Boston College has no leases for the publicly owned areas it uses for parking. There is no assurance that public land will be available for the indefinite future.

Extensive comments on traffic impacts, together with recommendations, are set forth in the Traffic Report, attached hereto as exhibit A.

3. Tremendous density in violation of applicable FAR and height restrictions.

Not only will expansion of the stadium lead to further exceedences of the FAR, which is already twice that which was originally planned for the Boston College Institutional Subdistrict pursuant to Table I of Article 51, but also, the proposed design will violate the maximum building height of 55 feet that is in effect under Table I. The upper decks proposed for the north and south endzones of the stadium will be 74 feet, approximately three times their current height. Extending upwards from the top will be 12′ poles on which B.C. proposes to mount speakers. Four towers have been proposed for the corners of the stadium which are over 90 feet tall. The college has stated it plans to eliminate two or all of these towers by obtaining waivers of handicapped access codes imposed by the state and federal government, but the state Architectural Access Board cannot grant a waiver prior to the completion of the MEPA process, and there is no waiver procedure in effect for architectural requirements under the federal Americans with Disabilities Act. Even if the towers can be eliminated, we are facing a tripling of endzone height that will block sightlines through the stadium from Beacon street across the campus.

For further discussion of the density issue, see Exhibit B hereto, the report of K. Edward Alexander, AIA, AICP.

4. Intensification of negative visual impacts.

The new stands and towers will be closer to Beacon Street than the existing stadium except at a single point--(the point of tangency). This will intensify the negative visual impacts for the neighboring residential community, pedestrians, and passengers on Beacon Street. Moreover, moving the new stands closer to Beacon Street may violate the original zoning relief granted by the Zoning Board of Appeal for the Stadium. The decision stipulated that the stadium not be closer than 250 feet from the center of Beacon Street. Boston College has failed to provide the maps and diagrams required to determine whether the 250 foot set-back requirement is being superceded here.

5. Removal of the running track from the stadium.

The proposed stadium expansion removes the running track that is currently inside the stadium expansion, and B.C. has refused to identify where this track will be relocated. Moving the track elsewhere is injurious to the neighborhood no matter where it goes. If the track goes onto Shea Field, an open area, abutters will experience the noise and lights associated with track meets. Moreover, since a track must be carefully maintained, placing a track on Shea Field would reduce the amount of on-campus parking available for football games and other events. Shea field is now regularly used for parking during basketball games (approximately 20 men's and 15 women's home games), and hockey games (approximately 17 home games). If the track goes to the north of the stadium, this will result in the elimination of on-campus surface parking. If the track goes to the Newton Centre Campus, it will become the rationale for running more buses from the lower campus to Newton Centre, an irritant to neighbors who must already contend with hundreds of bus trips each day.

6. The proposed amendment will increase the noise levels in neighborhoods that are already experiencing intolerable amounts of noise generated by Boston College.

In a recent survey that the Chestnut Hill Association conducted of its membership, 30 of 54 families responding

identified noise as one of the problem impacts caused by Boston College that they have experienced. Noise from the stadium is constant throughout the school year and during summer months for events such as the Special Olympics, because the stadium's loudspeakers are heard throughout the neighborhood even when the stadium is virtually empty. Nearly every weekend when school is in session, sometimes on both Saturday and Sunday, and sometimes during the week, the stadium's loudspeakers boom out over Chestnut Hill.

Moreover, the stadium is not the only source of noise. The B.C. marching band practices outdoors on Shea Field, or in the stadium for two solid weeks at the end of August, 9 A.M. to 5 P. M. In addition, the marching band practices on Shea Field or in the stadium twice per week from September through the last football game, which for the past two years has been January 1, from about 7:30 P.M. to about 10:00 P.M. The noise begins just as families are putting their children to bed, and it is highly disruptive of family life.

Other sporting events conducted on Shea Field cause noise problems. In the springtime, baseball games are regularly held on Shea field, complete with crowds whose cheers travel far beyond the boundaries of Boston College. Some of these games--about 10 or so--involve the use of loudspeakers for announcements.

Construction on the campus has become a regular part of the noise problem. Within the past seven years, Boston College has constructed massive new dormitories, undertaken a new parking garage, built the chemistry building on Beacon Street, which involved the demolition of a building, constructed Conte Forum, which also involved demolition prior to construction, and built the east and west upper grandstands of the existing stadium, which involved driving pilings. There really has not been a single summer without construction noise, and as B.C. projects into the future, there will be construction noise for many more years.

The noise caused by football games is in addition to all this other noise. Typically, the games begin with a noisy band practice in the morning. Then, as fans begin

arriving, the drummers beat away to stir up excitement. This can last for an hour or more before the game is under way. Noisy helicopters which land at St. John's Seminary in the midst of a residential neighborhood have been used to bring dignitaries to the games. As the starting time approaches, the airplanes dragging advertising banners arrive and circle the neighborhood. These planes are heard in Brighton and in Chestnut Hill, which, due to its elevation gets an especially loud dose. The planes typically arrive at the beginning of the game, leave, and then return at half-time. Helicopters hover over the stadium as well; at the November 26th game, Channel 4 news kept its helicopter over the stadium for virtually the entire game and then some. The crowd noise, loudspeakers and band music complete the general noise picture. Often games are held on holidays or holiday weekends, disrupting family life for neighborhood residents.

We think our neighborhoods are already subjected to excessive noise, and that more noise can only be detrimental. In this regard, we believe that the noise report in the Supplemental DPIR provides an incomplete analysis of the noise impact of the stadium. Among other deficiencies, the failure to assess the impact of helicopter and airplane noise in Newton and Brighton is inexcusable, as these constitute a major portion of the noise problem. More detailed comments on noise, together with recommendations, are set out in the Noise Report attached hereto as Exhibit C.

7. The stadium has negative water/sewer impacts.

The stadium obtains much of its water from Newton, and is already causing significant water problems on Acacia Avenue, the Newton street opposite the stadium. Chestnut Hill's water supply system is corroded and rusty. The huge draw of water that occurs on game days puts great stress on this ancient system with the result that the water in some houses opposite the stadium draw extremely foul, rusty, brown water. Residents report that they cannot drink or wash with this water and that on game days, they draw buckets of water before the game begins in order to have clean water in the house. See exhibit D hereto for more information about the water problem.

The proposed stadium expansion does not address this problem and, in fact, may exacerbate it because there will be an increase in water usage by the stadium, even with the installation of state of the art bathroom fixtures. Thus, the negative impact will continue and possibly worsen.

8. The proposed stadium enlargement is likely to have negative air impacts.

An increase in the stadium's capacity will lead to a large increase in the number of shuttle buses and bus trips bringing patrons to the stadium. These buses emit fumes and other unpleasant odors and are detrimental to the neighborhood, particularly given the hundreds of trips involved in football games.

Given the limited time available for review of the air pollution study submitted by Boston College, as well as the community's lack of expertise in evaluating highly technical documents, we are unable to comment on the air pollution study beyond saying that it is incomplete. The study needs to include CO modeling of Shea field, where the combination of outdoor cook stoves, barbecue grills, and 1,000 idling engines could combine to cause violations of air pollution standards. Moreover, the air pollution study should address a future without the parking bans, as given B.C.'s very short leaseholds on the satellite lots, we can anticipate a concerted effort by the College to modify the bans in the future, with the result that our communities will return to the traffic conditions of previous years.

9. The stadium expansion will have a detrimental impact upon historic sites and neighborhoods.

The proposed project will have detrimental impacts on historic sites. The Chestnut Hill Reservoir has been designated a National Historic Landmark. The Chestnut Hill Pumping Station is and Landmark site, as is the Evergreen Cemetery. These historic sites are for the public to enjoy, but the public cannot enjoy them when they are parked up with cars and buses, as they are during football games. This is a public detriment.

The proposal to make the Pumping Station into a temporary T stop during football games is a further detriment. The risk of defacement is great, particularly after the games when many fans are very excited and less than fully sober.

Moreover, the Stadium is across the street from the Chestnut Hill Historic District. A map of the Historic District, together with descriptive information, is attached as exhibit E hereto. The Historic District has been recognized for the beauty and historical value of its architecture and gardens Both in size and architectural deesign, the stadium is already out of keeping with the district. Expanding it will only exacerabate an eyesore, particularly in light of the plans to erect 74 foot high bleachers along Beacon Street.

10. The stadium's lights are a neighborhood detriment.

Presently, the top of the stadium's West grandstand is lined with powerful lights that illuminate Chestnut Hill at night on and that shine all the way down to Cleveland Circle. These lights are turned on every night when school is in session, except during the most frigid, winter weather. Like loudspeaker noise, this is another stadium impact that is a regular problem throughout the school year. The proposed new stadium design does not eliminate these lights, and they remain a substantial neighborhood detriment.

11. Loss of Community Confidence in the Master Plan Process.

Perhaps the most detrimental impact that would accrue from approval of the proposed Master Plan Amendment is a complete loss of confidence in the zoning process established under Article 51 of the Boston Zoning Code. Members of the Planning and Zoning Advisory Committee (PZAC), the committee that developed Article 51, worked for four years in the hopes of shaping a zoning article that would ensure fair and rational institutional development in Boston. Present committee members, many of whom were also members of PZAC, spent five years reviewing the Boston

College Master Plan. During this process, the College repeatedly assured them that it would not seek to expand its stadium within the next 10 years, and the community relied upon this in agreeing to approve the seventeen other projects in the master plan. The Committee and Boston College entered into an Memorandum of Agreement (See exhibit F hereto) which purports to be a complete understanding between the parties relative to developments at Boston College which did not mention stadium expansion. The Committee, which was not represented by counsel, interpreted the MOU to mean that BC was waiving its right to expand the stadium during the ten year duration of the master plan. At the 1991 master plan approval hearings before the BRA and the Zoning Commission, B.C. reiterated its intention not to expand the stadium within the next ten years.

To approve the stadium expansion on this record and with this background would make a mockery of the Article 51 process. What incentive will there be for neighborhoods to participate in the Article 51 process if the BRA permits institutions to break promises they make to the community in order to win support for their projects?

12. Boston College has not identified neighborhood benefits that relate specifically to the stadium project or that outweigh the plan's neighborhood burdens.

The College has utterly failed to meet its burden of showing that the neighborhood benefits associated with the stadium project outweigh all the detriments listed above. In the DPIR submitted in November, the College listed some public benefits, but these benefits do not relate specifically to the stadium project, but rather they are the general charitable endeavors of Boston College, for which it receives hearty public support in the nature of tax exemptions and interest-free financing through HEFA.

Linkage payment and compensation to Boston for City services are not neighborhood "benefits" within the contemplation of Article 51. They do not show why, on balance, the project is good for the neighborhood. Indeed, if compensation and linkage were neighborhood "benefits" within the meaning of Article 51, then all major development

projects would have to be approved, because all entail the sorts of cash payments contemplated here. (We note that although the stadium project relies heavily on Newton municipal services, including roads and water/sewer, and although Newton neighborhoods are burdened by the stadium project, we know of no cash payments to Newton in compensation.)

At the public hearing on this matter, prominent Boston College alumni argued that the stadium should be approved because football is good for the Boston economy. Even if this is true, it is not an argument for playing football in a residential neighborhood, and it is not a neighborhood benefit. Indeed, football will be as good for the Boston economy if it is played downtown in a Megaplex, if not better.

Last, we reject the notion that scholarships for a few individuals are neighborhood benefits. The zoning regulation is concerned with the protection and enhancement of life within the neighborhoods affected by a proposed project. Provision of scholarships to a lucky few is simply irrelevant to the larger goal of ensuring neighborhood stability in the face of institutional encroachment. It is this which must be addressed in the benefit/burden analysis, and B.C. has failed to do this.

II. Approval of the stadium proposal would be inconsistent with the purposes of Article 31 of the Boston Zoning Code.

For all the reasons set forth above, the stadium proposal would be inconsistent with the purposes of Article 31, as set forth in Section 31-1.

The transportation related purposes of Article 31 have not been met and indeed have been undermined by the College's failure to complete its Transportation Master Plan. The goal of improving pedestrian circulation has not been met; indeed at present it appears that the pedestrian-related aspects of the stadium proposal are unaddressed. We don't know how many pedestrians will be exiting the stadium from each of its exits and where the pedestrian routes will be.

Article 31's goals of improving the overall quality of development and enhancing the urban design qualities of Boston would be undermined by an approval here because the stadium design is such a hodge podge. As currently proposed, the exterior of each side of the stadium will have a different design.

Article 31's goal of improving the physical environment and thereby enhancing the value of property within the city would not be met by an approval. As the stadium gets larger and more people, buses, airplanes, helicopers, etc. are drawn to the area, values of surrounding residential properties decline. Because of all the traffic, noise and congestion, it has simply become less desirable to live near Boston College than in other areas with comparable housing, and real estate values reflect that.

Article 31's goal of ensuring that new developments are compatible with the existing traditional scale and character of Boston would be undermined by an approval. Indeed, the scale of the proposed stadium is totally out of keeping with the residential neighborhood in which it is located, as well as being out of character with the historic sites and neighborhoods that it borders.

Article 31's goal of maintaining a healthy and safe environment would not be met by an approval because football games create health and safety hazards associated with circling airplanes, rowdy fans, hundreds of buses, pedestrians spilling off narrow sidewalk into busy streets, etc.

Article 31's goal of lessening traffic disruption and pedestrian inconvenience during construction cannot be met because Boston College has refused to reveal its construction schedule.

For all these reasons, project approval would violate the goals and objectives of Article 31, so approval should not be granted.

II. The College has failed to supply the information required by the scoping determination.

The proponent has failed to provide information required by the Scoping Determination that is necessary and germane to consideration of the project. If the BRA does not deny the project outright, it should, at a minimum, require that an additional Project Impact Report should be submitted for public comment and BRA evaluation prior to the board's taking action on the project.

A. Evidence of Site Control is lacking.

The applicant failed to provide "[e]vidence of site control of the project areas, including current ownership and purchase options of all parcels in the proposed projects...and the nature of the agreements for securing parcels not owned by the Applicant." (Scoping document, section IV.A.1.b.3) Since the applicant proposes to use off-site parking areas as an integral part of the project, evidence of site control must be provided for all remote lots. Furthermore, since the stadium is permanent, control over the remote parking areas must be similarly permanent.

To date, the proponent hasn't even provided leases for the privately owned lots it intends to use for parking. Moreover, it has provided no evidence that it has secured long-term control over the publicly owned areas it intends to use for parking. At least three publicly owned areas are used--the MWRA pumping station, the shoulders of Hammond Pond Parkway which is under the jurisdiction of the MDC, and land abutting "Beer Can Hill" which is currently within the jurisdiction of the MWRA, which is used for bus parking and automobile access to Shea Field and the campus' other interior lots (See map, attached as exhibit G). To date, permits for MWRA pumping station parking have been secured on a game by game basis, with no assurance of long-term control. We have been unable to locate any parking permits for the substantial amount of parking along Hammond Pond Parkway (750 cars), and the permit for the use of the access roads adjacent to Beer Can Hill is outdated. B.C. relies on a permit from the MDC that it received in 1962, but since this land is appurtenant to the waterworks system, control over this land passed to the MWRA when that agency was created in the mid-80's, and the College has not obtained an MWRA permit.

We note that because MEPA has taken jurisdiction over the project, no state agency may grant a permit for the project until MEPA certifies the final Environmental Impact Report. This cannot happen imminently because the College has not even submitted the first draft of its EIR, and a lengthy review process will follow.

Evidence of control over off-site parking, both public and private is crucial to the success of the parking bans, and hence the feasibility of this project. The BRA simply should not act until it gets this information.

B. Public easements into, through and surrounding the site have not been identified.

The applicant has failed to identify the public easements in this area, most notably the easements for the MWRA pressure tunnel that passes under the stadium's northern endzone as well as aqueducts running along Beacon Street and through Shea Field. (See IV.A.1.b.4) To undertake construction in the vicinity of these components of the waterworks system, B.C. will have to obtain permits from the MWRA pursuant to Section 8(m) of its enabling legislation. And again, these are state permits which cannot be granted until MEPA certification. Indeed, there is no assurance that these permits even can or will be granted.

C. Required financial information has not been provided.

The applicant failed to provide the financial information as required by IV.A.2 and Appendix 1. Having this information is crucial to considering project development because if HEFA funding is or will be sought, no HEFA decision may be made until MEPA certifies the final environmental impact report. (Indeed, because of prior HEFA grants to B.C., HEFA approval is required even for the College to incur private financing.).

Moreover, the success of the transportation arrangements depends to a large extent upon their funding. The plan is very expensive, involving mailings to fans, MBTA advertising, MBTA increased services, rental of satellite

lots, payments to police officers, etc. It is crucial to know what the transportation arrangements cost in order to evaluate the College's long-term commitment to do what it did in 1993.

The design costs of any expanded stadium plus allocation of building costs is important in determing whether noise and light impacts of the stadium will be mitigated in any meaningful way. The estimated cost is important in determing whether or not it will bring a return on investment with currently state uses, or whether the proponent may claim hardship in the future and use the structure for other revenue producing events.

D. The transportation Access Plan has not been provided.

The scoping document required completion of the transportation master plan as part of the Project Impact Report. (IV)(B) This is consistent with the community's original understanding about the Master Plan, which was that B.C. would complete overall transportation planning before launching into new projects. B.C. puts a tremendous amount of traffic onto neighborhood streets every day of the school year, with correspondeing parking problems. The stadium expansion would result in the elimination of surface parking. There needs to be some understanding of how this project relates to the big picture before it goes forward.

Thre impact on the street system providing access to the off-campus parking areas must be determined. The impact on the street system providing bus access from the off-campus parking areas to the stadium must be determined.

The existing zoning for the off-campus parking areas must be identified. If special permits or zoning relief is required, this must be identified as part of the traffic plan.

E. The proponent has failed to provide required information concerning regulatory controls and permits and has failed to provide a proposed schedule for obtaining those permits.

Sections IV.A.5.a and b require identification of all permits required for the project, as well as a schedule for obtaining those permits. Much of the information about permits is lacking, and the schedule is simply not present. Exhibit H, attached hereto and incorporated herein, lists permits which we believe are relevant but which the applicant largely ignores. Again, we note the relevance of MEPA here, because at present, no state permits may be lawfully issued pending MEPA certification of the final EIR. At this point in time, the proponent cannot provide assurance that any state permit will be granted, or what the terms of its issuance will be.

We note the proponents omission of a waiver from the Architectural Access Board in order to proceed with its current design proposal. Such a waiver has not yet been sought and, again, can't be granted pending MEPA certification. The BRA shouldn't act on the project until the design is final.

The proponent also omits to mention the approval required from the Zoning Commission for a change in the zoning map.

F. The proponent has not provided a schedule for coordination of MEPA review with BRA review.

Although Article 31, section 31-13 requires coordination of BRA review and MEPA review, and although the scoping document requires a proposed schedule for coordination with BRA procedures (Section IV.A.5.c), no MEPA information has been provided. Indeed, the proponent has undermined the mandate for BRA/MEPA coordination by holding back from filing its draft EIR for its near term projects.

The BRA should require coordination here because this is a project whose impacts are regional. Newton, Brookline, and now Needham (the home of a satellite parking lot) bear the brunt of this stadium. The BRA lacks accountability to

these communities, and their environmental concerns are best addressed through MEPA. The neighboring communities are concerned that in order to gain BRA approval, impacts, such as parking, shuttle buses, pedestrian access to the stadium (which now seems to have been shifted to the Beacon Street side of the stadium whereas formerly the main entrance was interior to the campus) will be channeled out of Boston and into their borders. Moreover, the most severe noise impacts are experienced in Newton.

Coordination with MEPA is also appropriate because it would give the BRA the opportunity to consider the cumulative impacts of the project, as required by Article 51-34 (3)(c). The MEPA submission that will be filed shortly will consider the combined impacts of all projects to be undertaken within the next five years. Thus, the information about the recreation center, student center, dormitories, lower campus access road and pedestrian walkways will soon be available. The BRA should review this information before it acts.

G. The applicant has failed to provide required construction information.

The applicant has failed to provide site specific and/or accurate information on at least the following construction impacts: location of construction staging areas; construction worker parking and the impact on faculty, staff, commuting student, and residential student parking; and potential noise impact and mitigation measures to minimize increases in nosie levels and avoid adverse impacts. (IV.C.7.b&c) Moreover, B.C. has failed to provide information which the community has requested concerning the project's construction schedule, including hours (and days) of construction activity. This would be an important mitigation area because the project is very close to a residential neighborhood and the noise impacts will be severe. The community will want a prohibition on weekend and overtime work.

H. The proponent has failed to provide other information required by the scoping document.

The following required information is also missing:

The applicant failed to provide a description of the project area. It is crucial to get this description because the stadium so closely borders state property, "Beer Can Hill," which is green space that provides an important visual barrier to the community and which also provides access to important waterworks facilities under Beer Can Hill and the B.C. campus. A site description would provide important information about the extent of the stadium's encroachment on this state property. In addition, since the applicant proposes to use off-site parking areas as part of the project, descriptions of these areas must be provided.

No specific information as been provided on the proposed lighting system or sound system (IV.E.3) While the college has made general statements about its intent to install a distributive sound system, details are not available. Since there are presumably many gradations of quality in distributive systems, the information needs to be provided. Noise from the loudspeakers invade the neighboring communities several times per week during the academic year, and it would be important mitigation to obtain the system that is most protective of neighborhood concerns.

The existing adequacy and the available capacity of the water and sewer system is not identified. The impact load of peak usage at the half time of football games has not been analyzed. The impact of additional fixtures, even though they are low flow, has not been analyzed for peak half time flow. The effect of peak half time use vis a vis peak fire flow requirements on campus and in the imediate vicinity has not been analyzed. We note that the information provided in the DPIR regarding water impacts during football games is incorrect, and the reader is referred to the discussion of water/sewer impacts above for a more accurate description.

IV. The review process should be begun anew because Boston College and the BRA have not followed the procedural requirements of Articles 31 and 51 of the Zoning Code.

The procedures followed to date in the evaluation of this project have violated the community's rights under

Articles 31 and 51 to a fair and orderly review process. This concern is addressed in a letter from our attorneys, Kotin, Crabtree and Strong, which is incorporated herein by reference.

V. Conclusion

For all the reasons set forth above, the Allston/Brighton B.C. Community Relations Committee and the Chestnut Hill Association, and their members, request that you deny Boston College's request to expand Alumni Stadium.

Very truly yours,

Stephen J. Costello
Chairman,
Allston-Brighton/B.C.
Community Relations
Committee

Patricia A. Otis

Patricia A. Otis
President
Chestnut Hill Association

The Boston College Allston-Brighton Community Relations Task Force
The Chestnut Hill Association

REVIEW OF BOSTON COLLEGE STADIUM RELATED TRANSPORTATION IMPACTS DURING THE 1993 SEASON

EXECUTIVE SUMMARY

Traffic, parking and transportation issues are at the heart of any major public arena or stadium project, whether it be a newly developed site (such as the Boston Megaplex) or an expanded facility (such as Boston College's Alumni Stadium). This review focuses on four major portions of the total transportation impacts associated both with the six 1993 Alumni Stadium football games (with 32,500 seats) and with the proposed 1994 expansion (to 44,500 seats). In particular, the review examines:

I. The trends in MBTA ridership to and from games

II. On-Street Parking Constraints

III. Off-street Parking Facilities

IV. Traffic Intersection Bottlenecks

The major findings are as follow:

I. TRENDS IN MBTA RIDERSHIP TO AND FROM GAMES

The degree to which fans use the MBTA to B.C. is crucial to alleviating traffic congestion and automobile usage on game days.

A. On the six 1993 game days, the number of fans using the T as a percentage of total fans averaged between 19.2% (according to B.C.'s consultant) and 15.4% (according to the communities research).

B. Regardless, the conclusion by the consultant that 25% of all the expand 44,500 fan capacity will use the T in 1994 is unwarranted and unjustified -- this means that a 34% new fan share is necessary in order to make the plan successful.

C. In addition, the trend in the actual data from the first game (with heavy promotion) to the last game was steadily downward (a 42% drop in usage, using the consultant's data).

II. ON-STREET PARKING CONSTRAINTS

The Boston, Newton and Brookline parking bans were the single most effective means in reducing traffic congestion. It is paramount that they remain intact and neither be reduced nor be dismantled in the future:

Exhibit A

A. Because the existing traffic volumes in neighborhoods prior to 1993 were intolerable (even by B.C.'s admission), it is critically important to sustain the goals of B.C.'s own plan "to reduce traffic and congestion on local roadways by modifying the travel habits of BC's fans to Alumni Stadium".

B. Only a limited number of legal on-street parking places exist -- it is imperative that fans recognize this fact and therefore plan on alternative ways to travel to the game.

III. OFF-STREET PARKING FACILITIES

Off-street automobile parking is the largest component in reducing traffic congestion, assuming available capacity.

A. While BC owned parking spaces in 1993 totaled 4,792, they are expected to increase by only 6% in 1994 to 5,105. However, outside owned spaces are estimated to leap by 63% from 2,602 to 4,252 -- long-term contracts therefore must be secured and maintained.

B. The historically heavy reliance on park land and historic properties for athletic event parking has caused great concerns in the surrounding neighborhoods -- this activity should be eliminated from future consideration.

C. From a planning perspective, one has to be careful about not "transporting" adverse local traffic impacts to other neighborhoods, such as Newton, Allston and Needham.

IV. TRAFFIC INTERSECTION BOTTLENECKS

A. Even with the parking bans in 1993, certain intersections remained bottlenecks, both prior to and after games (e.g., Chestnut Hill Avenue and Commowealth Avenue, Lake Street and Brighton Avenue, Cleveland Circle, etc. What will happen with an additional 12,000 fans? As the consultant's data are inconclusive at best, these problems have yet to be comprehensively addressed. Remember that Alumni Stadium is located on one of the nation's smallest campuses (among the NCAA's Division I-A football programs).

B. The quality of the access road to the stadium is poor -- entrance can be gained by one of only three narrow streets: Beacon Street, Commonwealth Avenue, or Hammond Street (no other access is possible).

C. Public transportation capacity is adequate if fans can modify their travel behavior accordingly -- the opportunity is there but the evidence in 1993 was weak. Also, existing fans (Alumni coming to the games for many years willing to make changes in their behavior for their Alma Mater) may differ from new fans (sports enthusiasts with no ties to BC who are used to a Foxboro type environment and who expect adequate parking).

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REVIEW OF ALUMNI STADIUM RELATED TRANSPORTATION IMPACTS DURING THE 1993 SEASON

Compiled and Presented by

The Boston College Allston-Brighton Community Relations Task Force
Together with
The Chestnut Hill Association

I. INTRODUCTION

For the past ten years, the communities of Boston, Newton and Brookline have experienced an increasingly serious problem with Boston College's Football game day impacts as well as the daily use of their athletic facilities. The impacts on these neighborhoods due to traffic congestion, parking in residential neighborhoods, the misuse of public park space and the abuse of residential areas (through fan related problems, noise and air pollution) are major issues of concern.

II. STATEMENT OF PURPOSE

The purpose of this report is to outline the key issues which require evaluation when considering use of the stadium at its current size (32,500 seats) as well as for any larger scale use.

Although traffic, parking and other transportation related impacts are of obvious concern, there are other issues which also require consideration, such as: (1) whether a stadium expansion is consistent with Boston College's Master Plan as documented in its Memorandum of Understanding with Task Force members, (2) whether additional stadium expansions will be sought by Boston College, (3) design issues concerning the size, height and mass of a larger structure -- including noise and light pollution impacts, and (4) evaluation of the college's interaction with City, State and Community representatives to date regarding the "process" which will need to be undertaken, on several fronts, in order to resolve the multiple conflicts resulting from this controversial project. While each of these issues deserves separate attention, we have limited ourselves in this position paper to an analysis of transportation impacts prepared by community representatives who are members of the following organizations:

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A.) Allston Brighton Boston College Community Relations Task Force
(The Boston Task Force)
comprised of leadership members of the following
neighborhood organizations:

1. Cleveland Circle Reservoir Association
2. L.U.C.K. Association
3. Brighton Allston Improvement Association (B.A.I.A.)
4. Corey Hill II Association
5. Brighton Washington Heights Citizens Association
6. Chestnut Hill Association (non-voting member)

B.) Chestnut Hill Association

C.) City of Newton - Boston College Neighborhood Advisory Council
including neighborhood representatives from the Chestnut Hill
Campus, Newton Centre and the B.C. Law School Campus

III. METHODOLOGY

In order to evaluate stadium related traffic, parking and transportation impacts, a study plan was created that defined each area which would require monitoring during each of the six game days for both the Newton and Boston side of the campus. Although the monitoring associated with these plans required substantial commitment on the part of the neighborhood associations involved in this study, it was determined that such monitoring was of utmost importance in being able to obtain quantifiable data by which both current and future impacts could be judged.

More than 30 individuals committed their time to this monitoring program which required more than 900 person/hours. Throughout this data-gathering phase, maximum care was taken to insure that uniform data collection sheets were used and that each monitor performed his or her task in a professional manner. Turning-movement sheets and specially designed data sheets for parking impacts were previewed and approved by both the Boston Transportation Department officials as well as City of Newton Planning Department representatives. Compilation of this data has proceeded with the same level of attention to accuracy and detail with assistance from neighborhood volunteers experienced in statistics, transportation analysis, and urban planning.

In evaluating the larger process questions, reference has been made to BRA scoping documents, MEPA scoping documents, City of Newton memorandums, numerous Boston College reports, and the minutes and notes of the Boston Task Force members who have first hand knowledge of the Master Planning Process reaching back to 1983.

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IV. SURVEY RESULTS

We have divided our survey results into several categories based primarily on mode share. Where applicable, we have pointed out the disparities in our collected results and conclusions versus the Rizzo report conclusions. When necessary, we have explained why we believe the Rizzo assumptions are inaccurate and have enumerated Rizzo conclusions which require substantiation.

VI. RECOMMENDATIONS

Based on our survey results and a review of the various documents provided by Boston College to date, we have compiled a list of recommendations regarding additional data which is necessary in order to evaluate future impacts as well as recommendations for changes which should be made in any future game-related transportation plans. We also have provided a first draft of recommendations.

- MBTA ridership only represents a 15% mode share and there is no reason to expect a larger share.
- The 34% marginal MBTA share for new riders should be questioned. There is no statistical reason for this size share for the new 12,000 spectators.
- Legal on-street parking for spectators should be kept at an absolute minimum. It is not necessary and serves to harbor hopes that additional parking may be available elsewhere in the neighborhoods.
- A rigorous examination of each of the parking lots, their capacity, there placement and there long-term availability needs to be undertaken.
- Certain lots should be removed from use because they do not meet necessary criteria of efficient and dependable use -- these lots are: St. John's Seminary, St. Ignatius Church, the Chestnut Hill Landmark Pumping Stations, the Hammond Pond Parkway, and Newton Country Day School.
- The remaining lots should be evaluated in terms of maximum capacity without loss of current efficiency.
- Approximately 4,000 new sparking spaces will need to be guaranteed in either the existing remaining lots (if capacity is not hampered) or in new locations which would meet the following criteria.

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- An overall parking plan must be created which at minimum provides the following information:
    - lot location, capacity, number of permits issued to spectators, and busses assigned.
    - Game day employment, lot location and assignment.
    - Location and capacity of lots assigned to media, employees, and special visitors.
    - Locations and capacity of lots assigned to staff, faculty and students.
    - Copies of contracts for the right to use all lots not owned by Boston College (they should specify number of spaces and include a chart of spaces).
    - Set standards for the determination of required parking.

      (Until clearly proven that other standards are applicable, the following should apply: 2.5 spectators/vehicle -- except for 4 person/car garages -- and 1 vehicle per 3.5 seats.
    - A Handicap Access Plan for transportation purposes must be developed.
    - Parking areas shall be within 1/4 mile of a major arterial or State Route and access between the arterial and the parking area shall be direct via a major street.
    - The intersections on the entire route must operate, on days scheduled for events, at a LOS C or better. Game day intersection traffic shall not exceed LOS D for any one-half hour period prior to the even and any one-half hour period after the event.
- Boston College will pay for the continued enforcement and implementation of the Parking Bans in Boston, Newton and Brookline.
- Boston College will guarantee a specified number of officers for all details. Penalties will be assessed if these details are not filled on game days.
- Ticket sales should be tied in some way to satisfactory maintenance of LOS requirements as key intersections.

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- Free tokens should be provided to encourage MBTA ridership.
- A commitment to maintenance of the advertising and fan education budget should be obtained which will guarantee consistent and permanent educational efforts regarding fan behavior.

Traffic, Parking and Transportation Impacts Related to the Use of Alumni Stadium

A. INTRODUCTION

Boston College scheduled six home games for the 1993 football season. These game dates, opponents played and starting times are as follow:

1.	9/ 4/93	Miami	3:30 PM	
2.	9/25/93	Temple	12:00 PM	
3.	10/23/93	Army	1:30 PM	
4.	10/30/93	Tulane	1:30 PM	
5.	11/06/93	Virginia Tech	1:30 PM	(changed to Noon)
6.	11/26/93	West Virginia	4:00 PM	

DESCRIPTION OF SPECIAL CHARACTERISTICS
FOR ANY GAME

Game 1. Labor Day Weekend, residents away, students moving in.

Game 2. Coincides with Yom Kippur, Jewish High Holy Day. Many residents walk to temples, parking around temples a concern. Mid-game traffic change as people leave temples -- then return.

Game 3. Sunny start, but cloudy and cold finish.

Game 4. Bad weather drove away an acknowledged 18% of fans. Pre-Halloween and Parents Weekend.

Game 5. Important game for BC coupled with good weather. "Municipal Day", at least 50 complimentary tickets given out in Newton -- similar number in Boston? Because of a late time change and less than full stands it was theorized that some patrons may not have been aware of the time change.

Game 6. Friday (only weekday game), day after Thanksgiving. Last game of the season, many students and residents away. Night game. Capacity crowd as Sugar Bowl bid is at stake.

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It is worth noting that the 1993 season was unusual in having a high number of holiday related games (Labor Day, Yom Kippur, day after Thanksgiving) which resulted in lower residential and student-related traffic numbers. Because a more than 35% increase in stadium size is being evaluated relying on a subset of data collected during this season, it is important to question whether some of the data collected are accurately representational of future seasons which may not have as many holiday home dates.

Also, bad weather was an element in several of the games which also resulted in lower attendance numbers and earlier departure numbers. This impact also needs to be taken into consideration.

SECTION 1
MBTA RIDERSHIP

GENERAL METHODOLOGY

Throughout the home season, we positioned monitors at the MBTA's Boston College Stop, the Cleveland Circle Stop, and the Chestnut Hill Stop. With the exception of the first game, (when we sent one monitor to the Boston College Stop to record --starting two hours before game time-- the time each train arrived, the number of cars on the train, the train number and whether the car appeared to be full, 1/2 full or empty) we used two monitors at busy stops and counted each passenger exiting each train.

From the first game data, we were able to reach some basic conclusions: 46 trains were employed. Using a very liberal "full car" number of 150 passengers, (a number which was confirmed when we counted actual passengers for each of the subsequent games), an approximate number of 4,377 passengers was arrived at based on observers notes of "full, 1/2 full, etc." However, even if every car was determined to be full, the total number would only have been 6,900 passengers for this stop vs. the MBTA reported number of 10,000 (Rizzo has subsequently revised their initial count downward to 9,550 for all stops for this game substantiating the veracity of our estimate).

In reviewing our data collection efforts after the first game we realized that a better methodology was required. For subsequent games we assigned two monitors to this stop to actually count each passenger departing each train.

Overall our data proved to be consistently and significantly lower than those collected and reported by first the MBTA and then Rizzo Associates. A comparison table shows the following:

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TABLE 1
COMPARISON OF MBTA, RIZZO DATA TO NEIGHBORHOOD DATA

	MBTA-RIZZO DATA	OUR DATA
MIAMI 9/4/93		
B Line BC Stop	10000	4377
Chestnut Hill Stop	N/A	1310[1]
Reservoir	N/A	N/A
Cleveland Circle	N/A	N/A
Game Total	13000	5687[2]
Revised Game Total	9550	
TEMPLE 9/25/93		
B Line BC Stop		3465
Chestnut Hill Stop	N/A	1310
Reservoir	N/A	N/A
Cleveland Circle	N/A	N/A
Game Total	12000	4775[2]
Revised Game Total	7750	
ARMY 10/23		
B Line BC Stop	5400	2123
Chestnut Hill Stop	1600	1310
Reservoir	250	N/A
Cleveland Circle	650	N/A
Game Total	9300	3433[2]
Revised Game Total	6900	
TULANE 10/30		
B Line BC Stop	4519	2538
Chestnut Hill Stop	1261	1310
Reservoir	199	N/A
Cleveland Circle	710	N/A
Game Total	6689	3848[2]
Revised Game Total	4680	
VATECH 11/6		
B Line BC Stop	3936	2279
Chestnut Hill Stop	1224	961
Reservoir	554	N/A
Cleveland Circle	733	583
Game Total	6447	3823[2]
Revised Game Total	4780	

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[1] Will use estimate based on our highest actual count at this stop 1,310 at last game.

[2] Without counts for Reservoir and Cleveland Circle which account for less than twenty percent of total "T" share according to BC-Rizzo counts.

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W VIRG 11/26		
B Line BC Stop	3400	2703
Chestnut Hill Stop	1500	1310
Reservoir	500	N/A
Cleveland Circle	800	N/A
Game Total	6200	4013[2]
Revised Game Total	5550	

The data summary sheets from our collections are presented in Appendix B. We recorded the train number and number of train passengers. We recorded all passengers as being game day fans even though obviously some of them would not have been. Although the first two games did include some estimation we estimated very liberally. Although we were not able to count the Cleveland Circle and Reservoir stops for every game they had small ridership numbers. The two most important stops were the BC stop and Chestnut Hill (these two stops account for more than 80% of "T" ridership according to the Rizzo numbers).

The accuracy of the MBTA and consultant numbers must be questioned, particularly because of the way in which their early data were collected (the MBTA counted number of trains, their apparent unused capacity and estimated a full train as equaling 200 passengers). In all of our counts we seldom found a car with more than 100 passengers. After we informed Boston College of the differences we were finding in their numbers compared to ours, they changed the way in which they were counting passengers and then revised some of their counts downward by as much as 25%. However, for each of the last two games, our monitors were standing next to their monitors, we each recorded the same numbers, yet their totals when they appeared in subsequent reports were still significantly higher than ours.

Even if the data are presented by BC is accepted at face value, one must question the conclusion in the supplemental traffic report that "MBTA ridership is projected to increase to 25%, totaling 11,130 spectators." (p ii.) According to their own numbers, ridership dropped from a total of 13,000 for the first game to 6,200 for the last game -- a 48% decrease in ridership[3] in spite of extraordinary promotional and advertising efforts. The additional supposition that a new MBTA station would result in an increase of 5% in ridership is also without support or explanation. The latest conclusion (as contained in the Rizzo response dated December 20, 1993 to Commissioner Rina Cutler) that a free "T" pass program has been found to be unnecessary is similarly without supporting argument.

Our conclusion is that while some additional spectators chose to ride the MBTA, overall the plan failed, accounting for only 5,000 spectators on average per game (interestingly enough the average spectator "T" use as reported by Rizzo for the last three games was 5,000 -- see our Chart 1 which follows). This amounts to a 15% share overall versus the 21% share reported by Rizzo. The 6% difference in our projections versus the Rizzo projections is 2,040 spectators at the current stadium size. Since the Rizzo study expects 4,090 of all new fans (or

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[3] Revised to from 9,550 in the first game to 5,550 in the last game (a 42% drop) per the December supplement.

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34% of the new 12,000 fans) to come by the "T", this differential will be compounded. Instead of 11,130 fans as they forecast we believe as few as 6,600 would come by the "T" [4]-- a 4,530 (or 10%)difference in forecasts.

What contingency plans are available in the event that our numbers rather than Rizzo's are the more accurate in forecasting future mode share? *Given the precipitous decline exhibited by the Rizzo numbers, how can one forecast an increase rather than a continuing decline to even lower numbers of riders over time?* From conversations with some riders we learned that loyal alumni fans were willing to suffer what they perceived to be an inconvenience this year in order to "help BC get a bigger stadium"; however, most seemed to believe that in future years, additional parking would be provided for them.

Where did the fans park if they didn't ride the "T" as reported? We believe that the phantom fans were a result of a combination of elements including: the fact that a number of the games were not attended to stadium capacity, no accounting was made for illegal parking lots which sprang up in several areas, some fans persisted in parking on the streets in out of the way places, a number of cars parked at the Chestnut Hill Mall (in spite of warnings), a large number of fans were dropped off by taxis or relatives, some fans were bussed in by private entrepreneurs and that in some cases the amount of parking at satellite lots was underreported. This amount of **"slippage" will certainly prove deadly to a transportation plan which relies on a 25% MBTA share and a 34% *new* fan share, in order to prove successful. Therefore, a more realistic mode share must be calculated and used for projecting MBTA ridership. We recommend 15% as being much more realistic.**

SECTION 2
AUTOMOBILES ON STREET

Although on-street parking in the vicinity of the stadium has been virtually eliminated as a result of the parking bans put in place in Boston, Newton and Brookline, this elimination requires constant vigilence. During each game the streets surrounding the stadium were monitored in order to evaluate the effectiveness of parking ban enforcement. Although there were a few problems early on in the process, with a couple of streets overlooked, as soon as these problems were brought to the attention of the BTD and Boston Police they were remedied (see Table 2 which follows which summarizes our findings).

The parking bans are a tremendous success. We firmly believe that they are the linchpin to any future success in transportation management. The work of the Boston Transportation Department in the planning and implementation of the parking ban was efficient and effective. We applaud the Department's dedication and professional expertise.

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[4] If ridership does not continue to deteriorate which is a real possibility based on the existing trend.

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Our concern regarding on-street parking is based on the frequently and continually repeated comments of Boston College administrators that the parking bans are too extensive and that their original idea of a 30% ban (involving primarily the major thoroughfares around the campus) is a better solution. We are convinced that if such a limited ban had been effected it would have resulted in more cars parked further into our neighborhoods, much more on street traffic in the vicinity of the stadium and the removal of any incentive for fans to park in satellite lots and to use public transportation.

While the parking ban was established by law in Newton (through a local ordinance) making it much more difficult to remove, no such legislation provides for the bans in Boston and Brookline. In that each municipality is paying for the expense of these bans, it is reasonable to fear that in the event of departmental cutbacks or some other reason (political pressure?) the bans could be removed at some future date. The neighborhoods abutting the stadium therefore have no security for the future regarding implementation of the parking bans and therefore have no security regarding the future effectiveness of the transportation plan which relies on the bans to work.

A troubling symptom of the human habit of regressive behavior is depicted by the reported statistics regarding on-street parking. Rizzo reports that there are approximately 260 legal parking spaces on Boston streets for non-residents and BC spectators with resident permits. Of these, 40 are located on St. Thomas More Drive by a special permit which is due to expire in February of this year (and which is non-renewable)[5]. However, in spite of this fixed supply of spaces, Rizzo reports that 350 spectator cars parked on Boston streets during the first four games with that number creeping up to 450 and eventually 500 cars by the final game. As Chart 2 depicts, this increase represents a startling *43% increase in on street parking* as the season progressed. This trend is very troubling in itself; coupled with the *42% decrease in MBTA ridership* during the same time period one must question whether the Transportation Management scheme was beginning to unravel towards the end of the season and as weather became colder. It would be extremely unwise to ignore these trends.

If a stadium expansion is approved prematurely, without evaluating these disturbing trends, both the impetus and the opportunity for providing more realistic, longer-lasting mitigation will be lost. What incentive will the project proponent have to provide serious commitments to future mitigation if the full impact of these developing trends is not explored and evaluated now? Perhaps it is the intention of the plan to let these trends continue, resulting in the necessity at some future date of lifting the bans in order to accommodate fans who may eventually rebel at parking in satellite lots or riding the "T"?

The initial Transportation Study dated 4/5/93 (p.v.) stated the overall goal of the transportation program (for an expanded stadium) as follows "The overall goal of the program is to keep traffic volumes in the neighborhoods surrounding Boston College within existing levels and to allow the traffic to move more efficiently." The supplement dated November 1993 (p.1.) states "the primary goal of the Transportation Management Plan is to reduce traffic and

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[5] A copy of this special permitting letter is located in Appendix C.

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congestion on local roadways by modifying the travel habits of Boston College's fans to Alumni Stadium." Because the existing traffic volumes in neighborhoods prior to 1993 were intolerable, it is critically important that both the overall goal and primary goal be as specific and non-contradictory as possible -- especially in terms of expected results. What, for instance, is the definition of "local roadways" and what alternative plans exist if BC fans do not respond as expected to long term behavioral modification? It is possible that the two cited statements when taken together mean only that the area immediately surrounding the stadium (the control zone) may have reduced traffic and congestion but that the neighborhoods would be kept at the existing levels of 1992 traffic and congestion?

If the average for on-street parking for the last two games was used to reflect the future mode share problem(3%) rather than the overall average for 1993 (2%), as many as 660 cars will be competing for those 220 legal parking spaces on City streets after the expansion (due to the loss of the 40 spaces there will be a 15% decline in legal on-street spaces). This is a sobering impact to consider and one which is not adequately addressed in the documents provided to date. In fact, the December supplemental report (p. 20.) predicts a reduction in on-street parking of 250 vehicles due to "more convenient on-campus parking (the new parking garage) and through continued enforcement (see Table S-1 in the Supplement which now shows a 1% share). It is not explained how people currently parking on the street will be convinced that finding two or three more people to ride with them so that they can access the new garage is "more convenient", nor why other fans would not replace the on-street fans if they should go to the garage nor how this reduced share is assured in the face of a potential continuation of an upward trend in on-street parking over time. We recommend that a worst case scenario would require additional off-street parking and continued strict enforcement in order to ensure that on-street parking does not continue to increase.

SECTION 3
AUTOMOBILES OFF-STREET

There are two types of parking lots provided for off-street parking: lots on BC owned property and lots on property owned by other entities. Some of these lots require shuttle bus transportation to the stadium area. The actual average use of parking spaces on land owned by BC totaled 4,792 spaces during the 1993 season while use of land owned by other entities equaled 2,602 spaces. However, with a stadium expansion to 44,500 seats the projected capacity use for 1994 would represent *only a 6% increase in BC owned spaces* (to 5,105) while the reliance on *outside owned land would leap by 63%* (to 4,252 spaces).

Historically, the heavy reliance on park land and historic properties for athletic event parking use (some of these same properties have also been used for the more than 50 dates each year for BC basketball and hockey) has caused great concerns in the surrounding neighborhoods. An additional reliance on these same properties will be compounding these negative impacts and does nothing to address the long standing neighborhood concerns regarding green space and landmark degradation. Also, heavier use of some of these locations will add to rather than reduce local neighborhood traffic impacts.

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Relying upon the documents provided by Rizzo Associates and Boston College, we have prepared a number of charts and tables which depict the fundamental problems which exist in the proposed parking mitigation program for an expanded stadium in 1994. In order to simplify the evaluation of these impacts we have grouped all of the various lots into seven categories which are the following:

	LOCATION NAME	1993 AVG. USE	93 CAPACITY	94 CAPACITY
1.	BC Main Campus[6]	3,110	3,542	3,705
2.	Newton Campus & NCD	973	1,250	1,400
3.	St. John's Seminary	553	750	750
4.	Hammond Pond Pkwy.	86	250	300
5.	Brighton Lots[7]	536	752	952
6.	Chestnut Hill Pumping Stations	74	200	250
7.	Needham Industrial Park	580	650	2000

Data from Table 3 Parking Lots Summary Sheet is compiled from the BC Fact Sheet and Table 15 in the December Traffic Supplement (p.33).

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[6] Includes Shea Field

[7] Includes B&G Foster St.,Brighton Satellites & St. Ignatius Lot.

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Of these lots, only the first two, the B.C. Main Campus and the Law School Campus in Newton Centre are owned and controlled by Boston College. The other five locations must rely upon outside agreements and/or state permits to be used. While this informal means of obtaining parking may have worked in the past when BC pursued a lower profile athletic program (back in the "Dustbowl Days"), it will require much greater scrutiny now if it is to meet the rigorous demands of the much more professional and commercial venture represented by BC's participation in the Big East Conference. The stadium expansion currently under review must be evaluated in the same way and held to the same measures as any other professional development of its same size (i.e., a shopping mall or the current Megaplex which, although larger in concept, has identical transportation impact questions).

A general review of each of the seven designated areas raises numerous questions which must be resolved. The first fundamental question which must be answered regards whether or not certain locations should be used for a permanent parking scheme. As a result of our observations during the past season, as well as long-standing neighborhood commitments to green-space and landmark developments, we question the use of several of the seven lots.

1. Newton Country Day School -- One of the areas of most serious congestion, and heaviest traffic use is Center Street and the Newton Law School Campus. Although great strides were made during the past season in improving the traffic movement in this area the following report section on intersection impacts will show that this area may be at capacity with the existing use of the Law School Campus. Although slated for use in 1993, Newton Country Day School never was actually tested as a parking site and we believe that it would prove to be most inefficient. Also, it was observed that on Saturdays in the fall this location is often already used for functions which would conflict with football parking (weddings seemed to be popular). **We would recommend that Site 2 be confined only to the Law School parking area and that it's use be capped at it's current capacity of 1,250 spaces.**

2. St. John's Seminary -- time and again the use of this location has been raised in discussions with Boston College regarding neighborhood impacts. The site itself is designated as a Green Space Overlay District as well as an Urban Wild. Additionally, the current access is gained off of Lake Street which functions at LOS E before and LOS F after athletic events and which is the gateway to several heavily congested neighborhood streets. Since this location is among the most convenient to the Campus it is easy to understand why it was chosen and has been used; however, the tradeoffs in neighborhood impacts must be taken into consideration.

The Seminary has long functioned as an important green-space buffer for the neighborhood and its expanded use by Boston College has been closely defined (and restricted) according to the Memorandum of Understanding with the Boston Task Force. Task Force members have questioned whether this use is an allowed use under Boston Zoning Code Regulations with an answer pending from the BRA. **We would recommend that Site 3 be removed from the parking plan permanently** so that it's value will be retained as both a great community landmark and a green space buffer. This will also serve to reduce vehicle impacts at key intersections in the control zone area.

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3. Hammond Pond Parkway -- parkway use began as a temporary accommodation to Boston College until it was able to provide more parking on campus. It has since become a frequently used location whenever overflow parking conditions develop. Although some limited use may be without long term negative impacts the rationale for permanent use must be explored. The parkway is an MDC parkway with prohibitions on its use. It is located in between a Conservation District and a Deer Park. Although heavily traveled it was not designed to accommodate parking. Problems were observed and commented upon (see enclosed memo) regarding the problem of cars parked on angle and moving into and out of traffic in inclement weather and in the dark. This "lot" also raises pedestrian safety questions as some fans choose to walk to the stadium from this site and there are no sidewalks or accommodations for heavy foot traffic. The combined negatives make this a questionable site to be included in a long term professional parking solution. We questioned the efficacy of its use this past season (on average only 86 fans chose to use this site although 250 could have been accommodated -- the expense and risk of use of this site did not seem to justify its actual use). Also, since Hammond Pond Parkway is the main route for the bus pool coming from the Needham Lots (slated to increase to 2,000 spaces) it would seem as though the result could be competing impacts (i.e.., busses can't pick up speed because of cars and fans in the road). We **recommend that this lot be removed and a more efficient lot located elsewhere.**

4. Brighton Lots -- some of the Brighton Lots are more useful than others. B&G Foster Street (located near an Urban Wild) was never listed as a lot during the 1993 season so we did not monitor it but it is assumed that BC employees were removed to that location to make room for fan parking on campus. The Honeywell Bull location was monitored -- while its placement is good relative to access from the turnpike it seemed to have the most problems with adequate bus service as the busses on several occasions encountered problems moving through the Cleveland Circle area. Also, some of the allocated spaces are used by Honeywell Bull employees. St. Ignatius use was included here rather than on the BC campus list because it is important that as much as possible normal neighborhood living is not disrupted by BC athletic events. Although football games take place "only" six or seven times each fall they are not on a fixed schedule each year (and games can be moved due to TV contracts) which means that normal church use for services, christenings, weddings, burials, etc. is interfered with. Ideally, with effective traffic management, these activities could now take place as long as there is separate parking available. To that end the church spaces should not be usurped for athletic activities. **Our recommendation is that Honeywell Bull continue to be used but question its expanded use** -- if busses have problems accessing that area now is it wise to schedule more busses? Also, residents feel strongly that Winship Street, as a residential street, should not be used for busses. **Without more information on B&G we will withhold a recommendation for that specific lot for now. The St. Ignatius lot should not be used.**

5. The Chestnut Hill Pumping Stations -- again this site was originally used as an accommodation to Boston College temporarily but it has continued to grow in frequency and scope of use. Future plans call for yet another increase. The fundamental problems with this site are (1) it is state land, (2) it is a national historic landmark (having been placed on the National Register of Historic Places), (3) it is a City of Boston Landmark with recognized architectural, historic and landscape significance, and (4) within the last year it has returned to use as a working MWRA site. The MWRA control center which will be in operation 24 hours a day is currently

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under construction and the Low Service building located on the site is slated for restoration and re-use by the Waterworks Division of the MWRA. (architects are currently finalizing plans for this building as well as re-use of the pipe-yard area which will be used to garage electronic metering vans and a water testing facility). The High Service building located on the site has been adopted by The Friends of the Waterworks, Inc. (a non-profit organization comprised of neighborhood groups in Brookline, Boston and Newton). They plan to work with the MWRA in order to create a water technology museum and community center on the site. The museum would operate on Saturdays as well as other days. This particular effort has the backing of many local and national preservation and environmental groups as well as local and state legislators and has just won a funding grant from local architects. All this is to point to the fact that under no circumstance should parking be allocated for this site (ditto for use as an MBTA stop). In any event, within five years, half the site will be in operation and the other half will be under restoration and re-construction therefore no parking will be available at the site. **Remove this site from the list -- on average of only 74 cars parked there anyway (in spite of the availability of 200 spaces).**

If our recommendations are followed on the above listed lots, a number of spaces[8] would be removed from the permanent list, but the remaining lots are of a much higher, more professional caliber which helps one to focus on the ideal characteristics and primary questions regarding satellite parking and maintenance.

The ideal satellite parking lot should be close to major arteries, isolated from residential neighborhoods, and large enough to be efficiently used in terms of security and bussing costs. The winner in the satellite excellence category goes to the Needham Industrial Park which worked efficiently as proven by its increasing use by fans as the season progressed. On site interviews with fans revealed that spectators appreciated the ease of parking there as well as the certainty of having a parking space. However, the question is how much parking can be diverted there without causing decreases in that efficiency? Also, has the City of Needham approved of this use as a long-term plan? And, will these spaces always be available?

A long term, certifiable plan must be developed which will leave absolutely no doubt as to whether or not 44,500 fans can be guaranteed adequate parking without adverse effects on surrounding roadways and neighborhoods. We do not believe that such a plan exists at this time. The steps which would need to take place in order to create such a plan are the following:

1. A list of parking lots approved for use by appropriate review bodies (including city officials, department heads and the Boston Task Force) should be compiled and agreed to.
2. Diagrams of the approved for use spaces at each of these lots should be drawn up, reviewed and agreed to (by owners of lots, city officials, department heads and the Boston Task Force -- and appropriate parallel representatives in other cities where needed). The chart of these spaces should be kept on record for future referance.
3. The specific number of parking spaces available on BC campus land

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[8] 1,330 spaces would be removed from 1993 capacity lot numbers while 1,780 would be removed from 1994 capacity lot numbers.

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must be diagrammed, approved and guaranteed for thirty years. These spaces must be reviewed subject to the major campus development slated for the next ten years on both the main campus as well as the Law School Campus (this work should ideally be done within the framework of the Master Plan Transportation Scope).

4. Contracts must be obtained from owners of satellite lots for the next ten years which specify the number of parking spaces available for use and the conditions for their use. These contracts must be submitted for review by the proper authorities well in advance of each football season.

5. The number of total spaces required to guarantee the efficient use of the stadium (without negative traffic and parking impacts) must be calculated as a worst case scenario in terms of persons per vehicle, pedestrians in attendance, and MBTA ridership. If excess spaces are planned for and not used no harm will be done, however, if too few spaces are planned for, great harm will follow.

SECTION FOUR
INTERSECTION IMPACTS

During the past season we monitored as many intersections as we were able. Key intersections were monitored for every game, some we were only able to monitor for one or two games. Our data are reported in tabulated form. It is our hope that those more able than we will be able to predict LOS statistics and otherwise put this data to use. For our part we have used it to draw attention to certain trends and to focus on particular problems.

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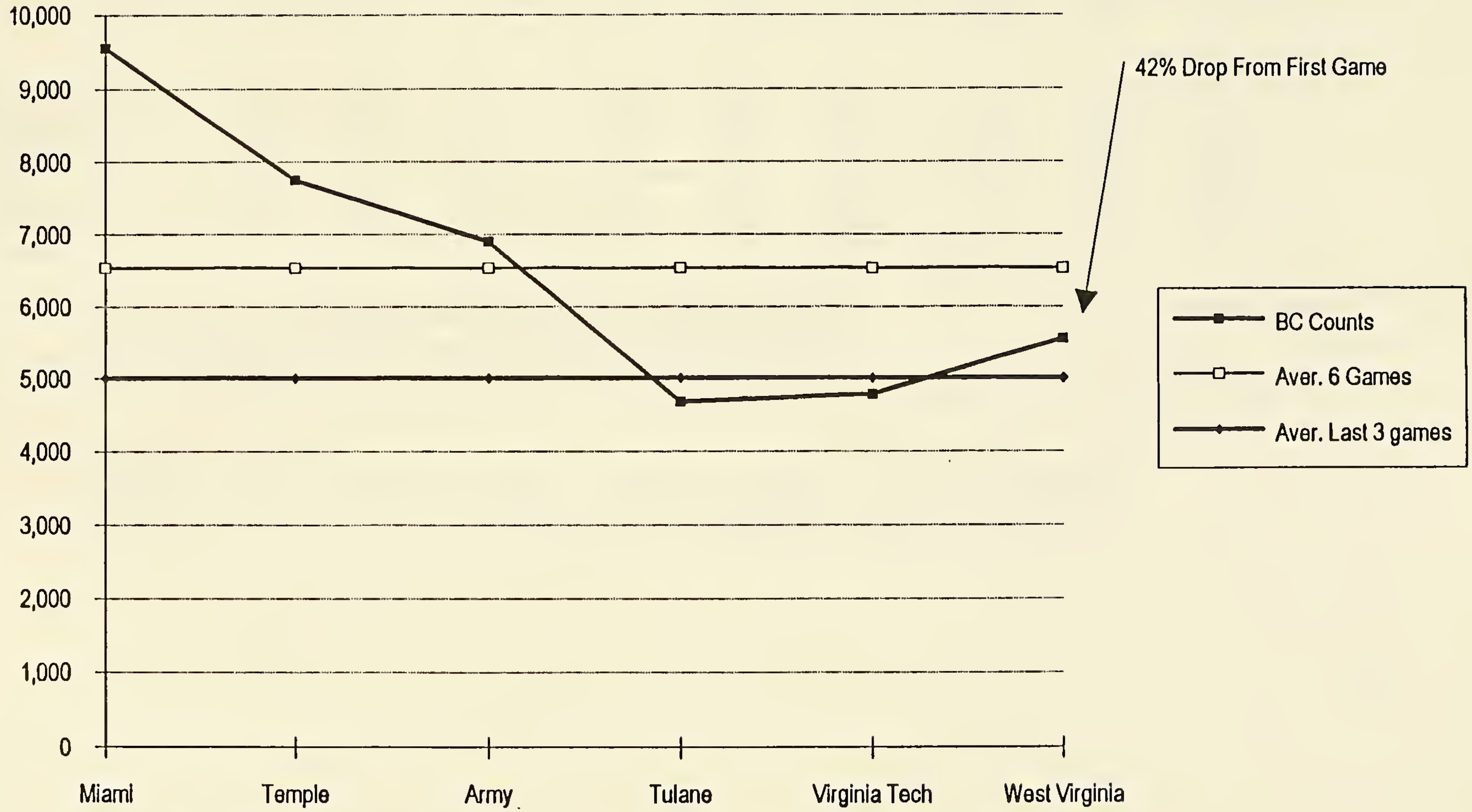
~~MBTA FIG.XLC~~
Chart 1

FANS ARRIVING BY MBTA TRANSIT
Boston College Counts



Source: Table 13, December, 1993 Report

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TABLE 2
~~BOSTON 10~~

PARKING RESTRICTIONS SURVEY BOSTON
CARS WITHOUT PERMITS/CARS WITH TICKETS

SUMMARY - SUMMARY - SUMMARY

	LAKE SHORE	LAKE STREET	UNDINE	CALTHA	KENRICK	COMM AVE	GREY CLIFF	GERALD	FOSTER	LANE PARK
GAME 1	0/0	3/1	8/1	1/0	23/0	3/3	7/7	2/2	23/23	9/9
GAME 2	1/0	13/3	10/3	3/2	19/3	4/2	5/3	2/1	47/46	10/7
GAME 3	3/3	7/7	10/7	0/0	4/0	N/A	N/A	N/A	N/A	N/A
GAME 4	1/1	7/7	2/2	0/0	1/1	5/5	0/0	2/1	8/8	4/4
GAME 5	1/1	0/0	0/0	5/5	N/A	N/A	N/A	N/A	N/A	N/A
GAME 6										

Note: First number is cars without permits/ second is number with tickets
Data was recorded twice for each game -- first, an hour after start
then an hour later.

Example of how to read this table: for the 1st game 23 cars were observed parked on Kenrick Street, the later check still showed them without tickets. However, by game 3 this situation had been eradicated on Kenrick Street.

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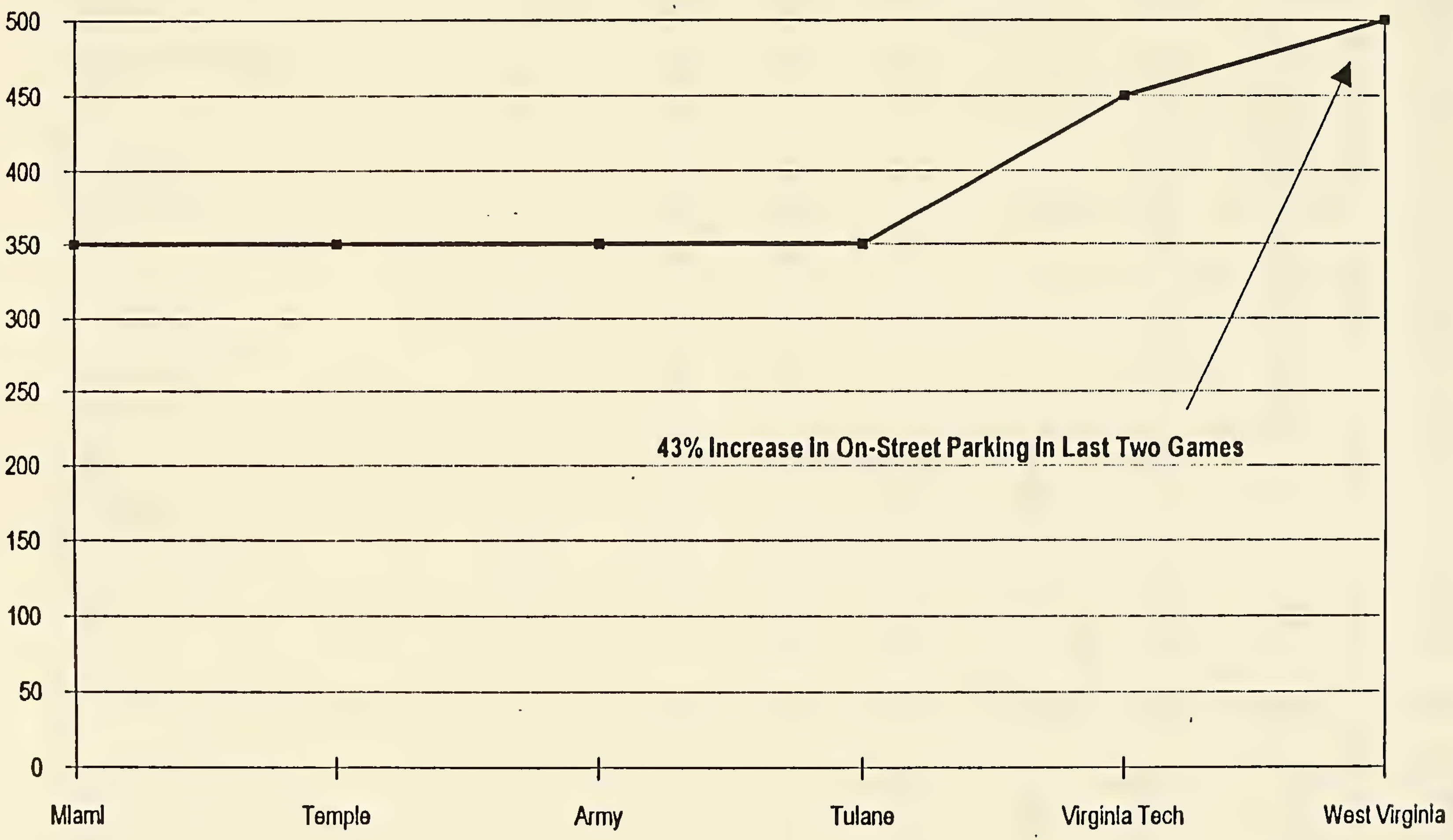
~~VEH-ONST.XLO~~
Chart 2

BOSTON COLLEGE SURVEY OF ON-STREET PARKING
December, 1993 Report Table 13



43% Increase In On-Street Parking In Last Two Games

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BC FACT SHEET

1993 Parking

Location	Capacity	Miami	Temple	Army	Tulane	Vir. Tech	W. Vir.	Avg/Game
Shea Field	1,080	1,069	1,056	1,010	884	1,052	1,031	1,017
Edmonds	120	120	120	120	132	112	121	121
Rec Plex (Blue Chips)	100	100	100	100	100	99	105	101
Plex/HP	48	48	48	42	44	37	48	45
Tennis Courts	135	132	64	117	60	94	131	100
Garage Roof	100	68	57	87	70	71	100	76
Garage Gold	57	43	29	17	19	55	57	37
Garage Car Pool	615	576	583	497	579	574	605	569
Garage HP	25	25	25	25	25	20	40	27
Day of Event	150	126	148	81	101	89	95	107
St. Ignatius	65	61	46	60	48	47	81	57
Robsham Theatre	225	195	216	185	169	177	201	191
Service Building	12	12	12	12	12	12	12	12
Conte Loop	25	25	25	21	5	14	25	19
Conte	20	20	20	20	17	20	20	20
Merkert	32	32	32	32	32	32	32	32
More Hall	190	165	135	161	130	137	183	152
More Drive (East)	65	65	65	65	65	65	65	65
Middle Campus	277	214	195	246	149	190	157	192
Upper Campus	250	207	238	220	200	185	186	206
Hillside	40	40	35	28	15	15	15	25
Chestnut Hill Campus Totals	**3,631**	**3,343**	**3,249**	**3,146**	**2,856**	**3,097**	**3,310**	**3,167**
St. Johns Seminary	750	625	519	603	387	520	659	552
Hammond Pond Parkway	250	97	0	101	93	65	157	86
B & G / Foster St.	87	87	83	143	51	67	39	78
M.W.R.A.	200	161	45	89	50	45	52	74
Adjacent Areas Subtotals	**1,287**	**970**	**647**	**936**	**581**	**697**	**907**	**790**
TOTALS	**4,918**	**4,313**	**3,896**	**4,082**	**3,437**	**3,794**	**5,124**	**4,108**

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1993 Parking

Location	Spaces	Miami	Temple	Army	Tulane	Vir. Tech	W. Vir.	Avg/Game
SATELLITE SITES								
Newton Campus	1,250	985	977	918	1,215	831	915	974
Newton Country Day	650	0	0	0	0	0	0	0
Needham Industrial Park	650	450	525	575	624	503	801	580
Brighton Satellites	600	403	349	411	385	320	533	400
Vehicles Sub-Total	3,150	1,838	1,851	1,904	2,224	1,654	2,249	1,953
LAIDLAW SHUTTLE BUS								
Newton Campus		3,051	3,056	3,169	3,261	2,314	2,961	2,969
Brighton Satellites		1,601	1,362	1,259	1,425	889	1,321	1,310
Needham Industrial Park		1,617	1,704	1,605	1,789	1,205	2,470	1,732
Passenger Totals		6,269	6,122	6,033	6,475	4,408	6,752	6,010
Passengers/Vehicle		3.41	3.31	3.17	2.91	2.67	3.00	
M.B.T.A. Ridership		13,000	12,000	9,306	6,689	6,450	6,200	
Percent of Stadium Capacity		40.00%	36.92%	28.63%	20.58%	19.85%		
Car-Pool Violations				12	49			
Information Booths								
McElroy				21	96	52	71	
M.W.R.A.				12	47	47	95	
Carriage Road				51	24	38	107	
The Cemetary				8	51	41	75	
Info Totals				92	218	178	348	
Overnight Newton Campus				363	166	323	30	
Pre-game Brighton								

1993 Parking

Opponent		Miami	Temple	Army	Tulane	Vir. Tech	W. Vir	
Weather		Rain	Clear	Clear	Rain	Cloudy	Cool/Clear	
Chestnut Hill Campus Totals		3,343	3,249	3,146	2,856	3,125	3,338	
Adjacent Area Subtotals		970	647	936	581	697	907	
TOTALS		4,313	3,896	4,082	3,437	3,794	5,152	
Patrons @ 3/vehicle		12,939	11,688	12,246	10,311	11,382	15,456	
Satellite sites		1,838	1,851	1,904	2,224	1,654	2,249	
Passengers		6,269	6,122	6,033	6,475	4,408	6,752	
Walk-ups		6,143	6,143	6,143	5,000	6,143		
Charter Buses		1,000	600	600	600	600		
MBTA		13,000	12,000	9,306	6,689	6,450	0	
		6,865	8,663	8,206	6,286	6,847		
Attendance		33,300	33,300	33,300	28,756	29,464	33,300	

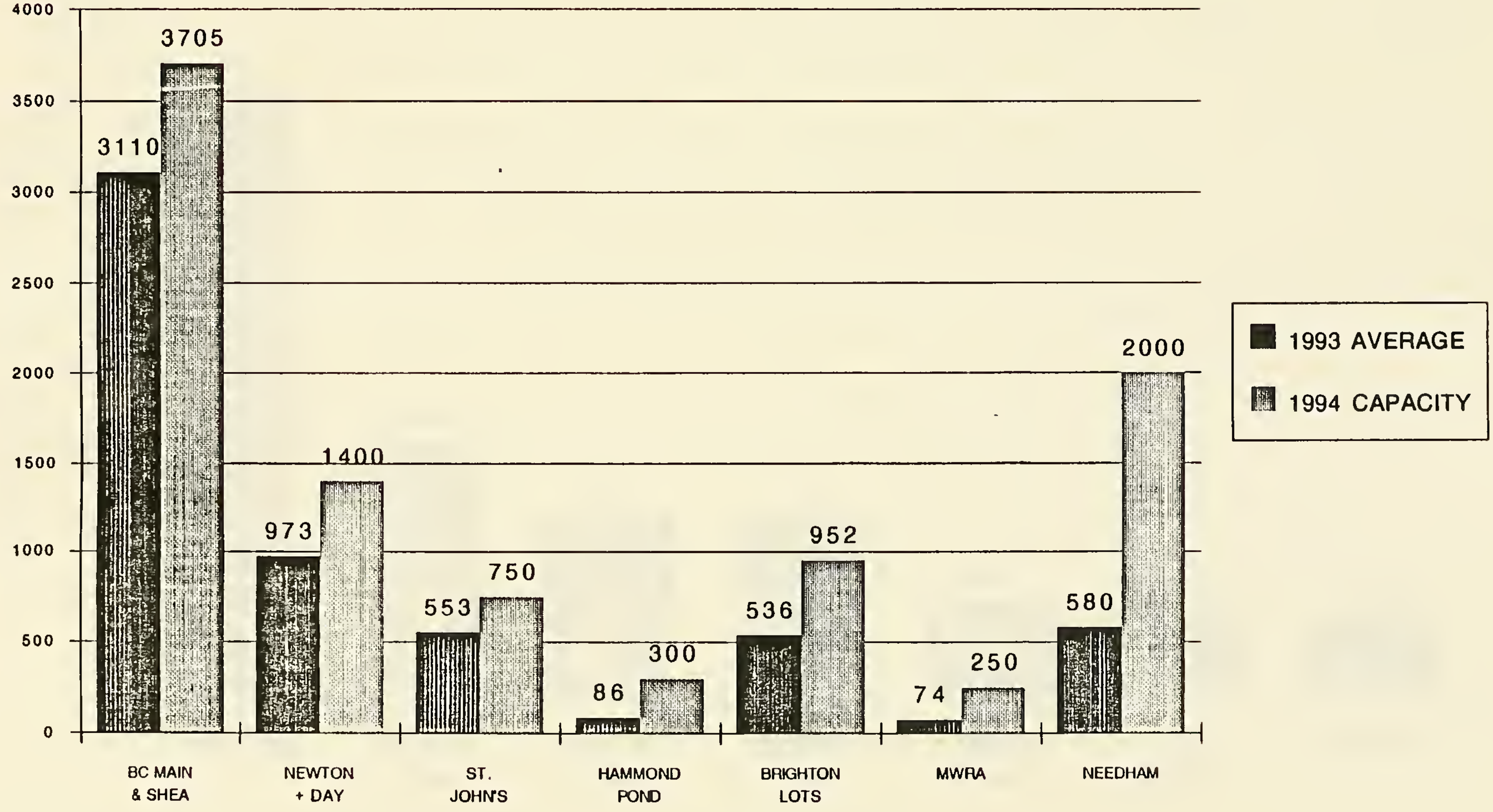
PARKING LOTS

	A	B	C	D	E	F	G	H
1	LOCATION	GAME 1	GAME 2	GAME 3	GAME 4	GAME 5	GAME 6	CAPACITY
2	SHEA FIELD	1069	1056	1010	884	1052	1031	1080
3	LOWER CAMPUS	1752	1679	1582	1560	1608	1840	1895
4	MIDDLE CAMPUS	214	195	246	149	190	157	277
5	UPPER CAMPUS	207	238	220	200	185	186	250
6	HILLSIDE	40	35	28	15	15	15	40
7	NEWTON CAMPUS	985	977	918	1215	831	915	1250
8	ST.JOHNS	625	519	603	387	520	659	750
9	HAMMOND POND	97	0	101	93	65	157	250
10	B&G/FOSTER ST	87	83	143	51	67	39	87
11	MWRA	161	45	89	50	45	52	200
12	NEWTON DAY	0	0	0	0	0	0	650
13	NEEDHAM	450	525	575	624	503	801	650
14	BRIGHTON SATS	403	349	411	385	320	533	600
15	ST. IGNATIUS	61	46	60	48	47	81	65
16		6090	5701	5926	5613	5401	6385	8044
17	BC MAIN & SHEA	3282	3203	3086	2808	3050	3229	3542
18	1993 CAPACITY	3542	3542	3542	3542	3542	3542	
19	1994 CAPACITY	3705	3705	3705	3705	3705	3705	
20	AVERAGE USE	3110	3110	3110	3110	3110	3110	
21	NC + NCD	985	977	918	1215	831	915	1250
22	1993 CAPACITY	1250	1250	1250	1250	1250	1250	
23	1994 CAPACITY	1400	1400	1400	1400	1400	1400	
24	AVERAGE USE	973	973	973	973	973	973	
25	ST. JOHN'S	625	519	603	387	520	659	750
26	1994 CAPACITY	750	750	750	750	750	750	
27	1993 CAPACITY	750	750	750	750	750	750	
28	AVERAGE USE	553	553	553	553	553	553	
29	HAMMOND POND	97	0	101	93	65	157	250
30	1994 CAPACITY	300	300	300	300	300	300	
31	1993 CAPACITY	250	250	250	250	250	250	
32	AVERAGE USE	86	86	86	86	86	86	
33	BRIGHTON LOTS	551	478	614	484	434	653	752
34	1994 CAPACITY	952	952	952	952	952	952	
35	1993 CAPACITY	752	752	752	752	752	752	
36	AVERAGE USE	536	536	536	536	536	536	
37	MWRA	161	45	89	50	45	52	200
38	1994 CAPACITY	250	250	250	250	250	250	
39	1993 CAPACITY	200	200	200	200	200	200	
40	AVERAGE USE	74	74	74	74	74	74	
41	NEEDHAM	450	525	575	624	503	801	650
42	1994 CAPACITY	2000	2000	2000	2000	2000	2000	
43	1993 CAPACITY	650	650	650	650	650	650	
44	AVERAGE USE	580	580	580	580	580	580	
45								
46								

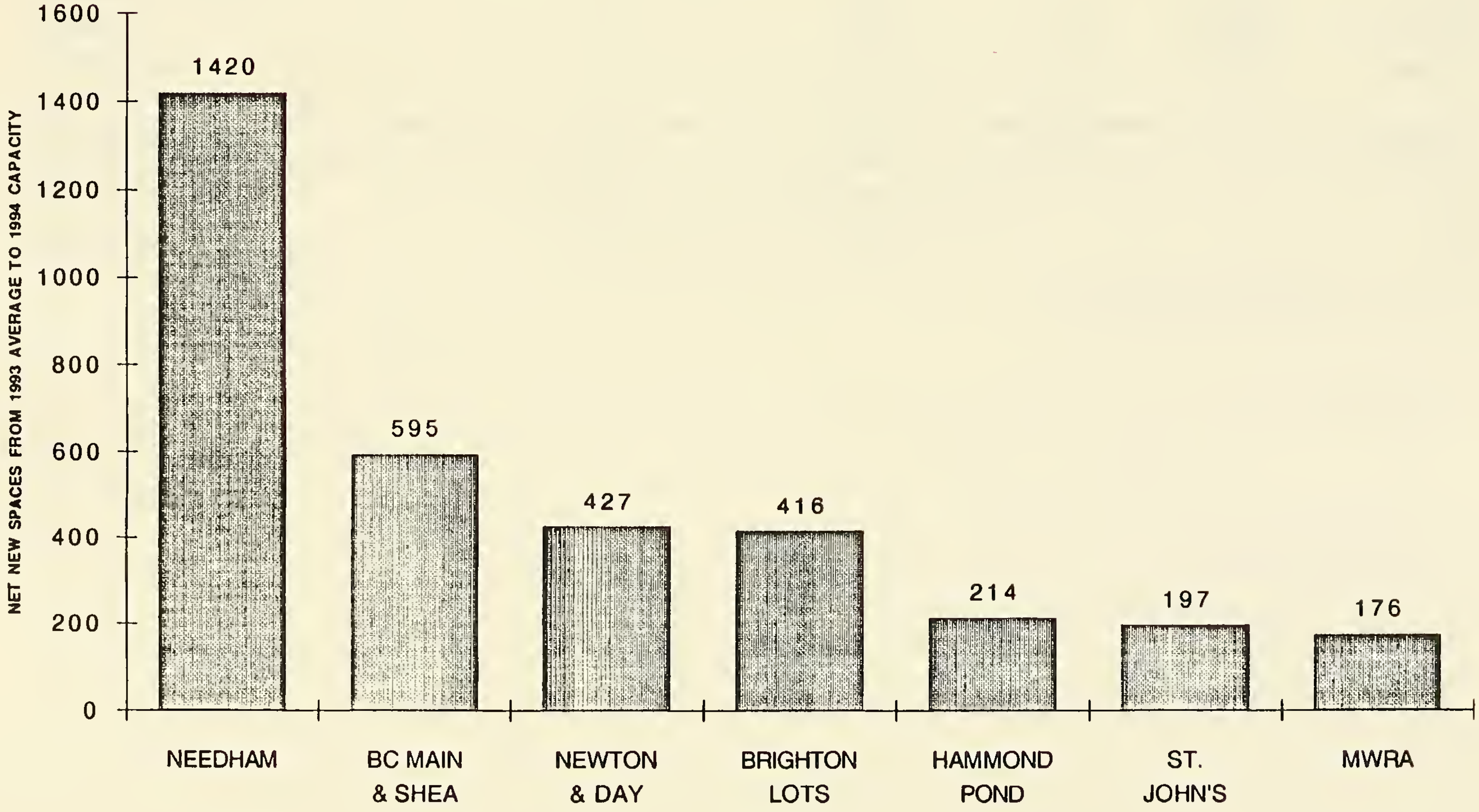
A

INCREASE CHART 1

COMPARISON OF ACTUAL AVERAGE 1993 USE OF PARKING LOTS COMPARED TO POTENTIAL 1994 USE



COMPARISON OF INCREASE IN PARKING SPACES FROM 1993 AVERAGE TO 1994 CAPACITY

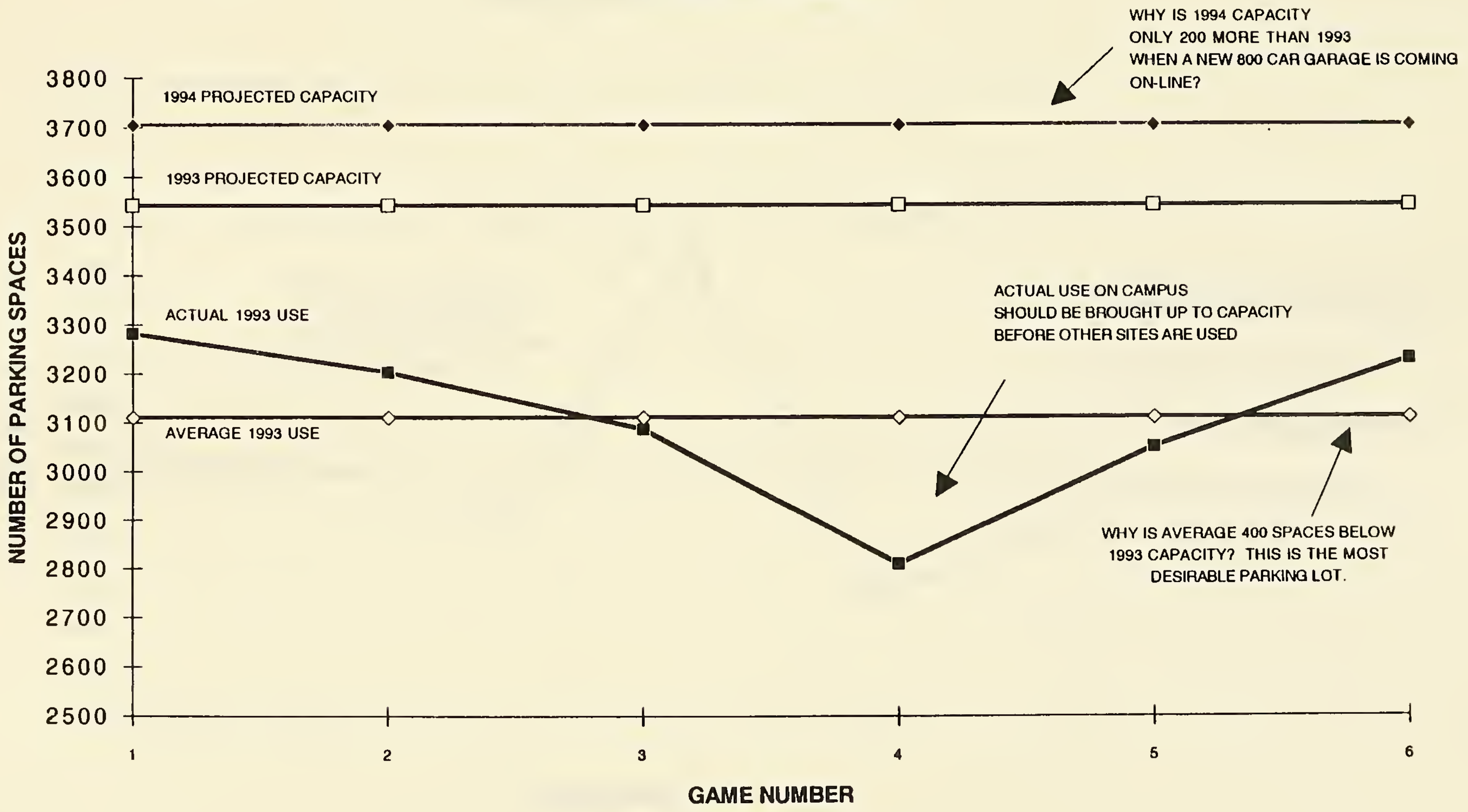


INCREASE TABLE 1

LOCATION	1993 AVERAGE	1994 CAPACITY	NET CHANGE	% CHANGE	FANS @ 2.7
BC MAIN & SHEA	3110	3705	595	19%	1607
NEWTON + DAY	973	1400	427	44%	1153
ST. JOHN'S	553	750	197	36%	532
HAMMOND POND	86	300	214	249%	578
BRIGHTON LOTS	536	952	416	78%	1123
MWRA	74	250	176	238%	475
NEEDHAM	580	2000	1420	245%	3834
TOTAL SPACES	5912	9357	3445		9302
TOTAL FANS	18,820	25,570			
PERSON PER VEHICLE	3.18	2.73			

PARKING CHART 1

ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY FOR 1994
BC MAIN CAMPUS



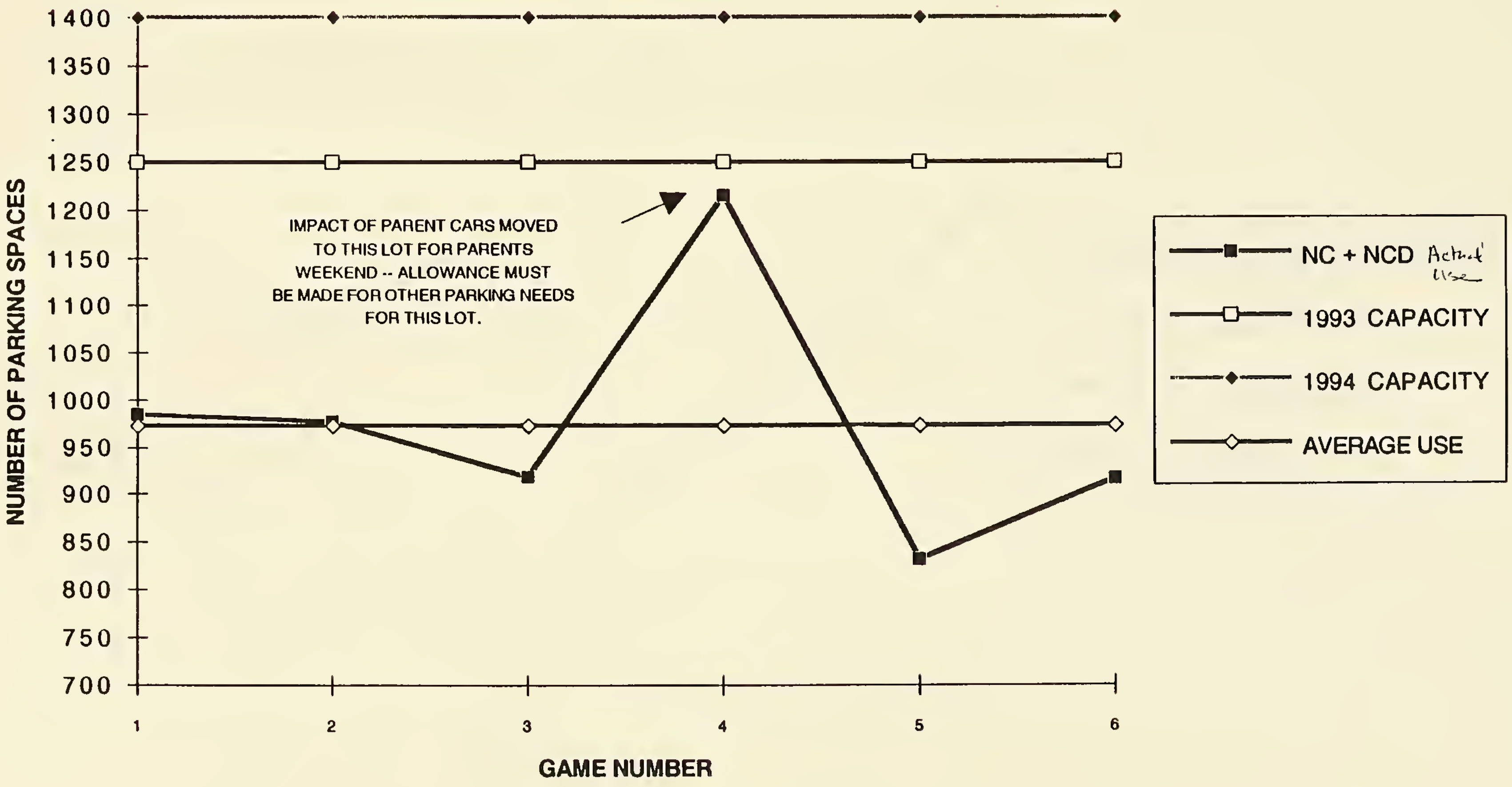
WHY IS 1994 CAPACITY ONLY 200 MORE THAN 1993 WHEN A NEW 800 CAR GARAGE IS COMING ON-LINE?

ACTUAL USE ON CAMPUS SHOULD BE BROUGHT UP TO CAPACITY BEFORE OTHER SITES ARE USED

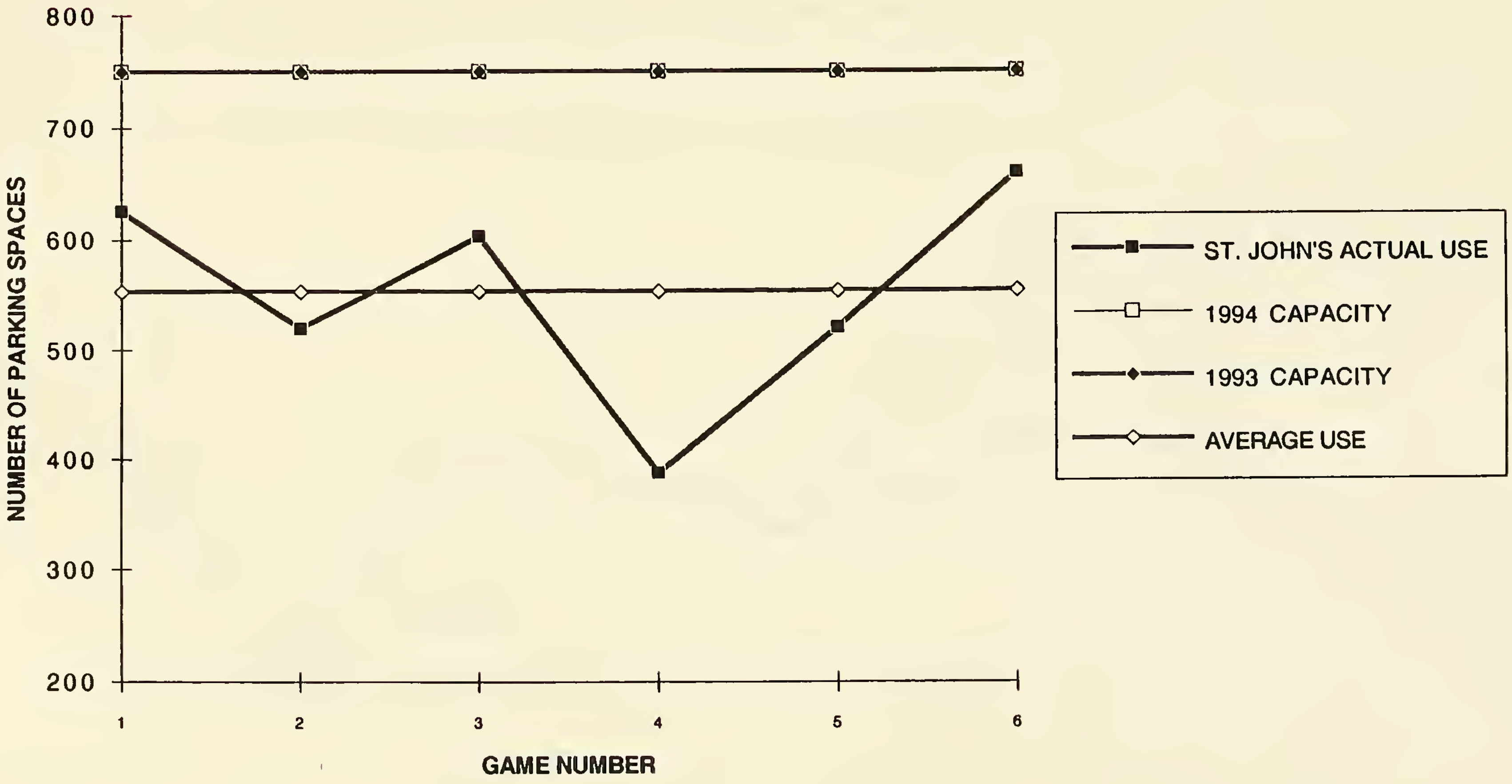
WHY IS AVERAGE 400 SPACES BELOW 1993 CAPACITY? THIS IS THE MOST DESIRABLE PARKING LOT.

PARKING CHART 2

ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY FOR 1994
NEWTON CAMPUS

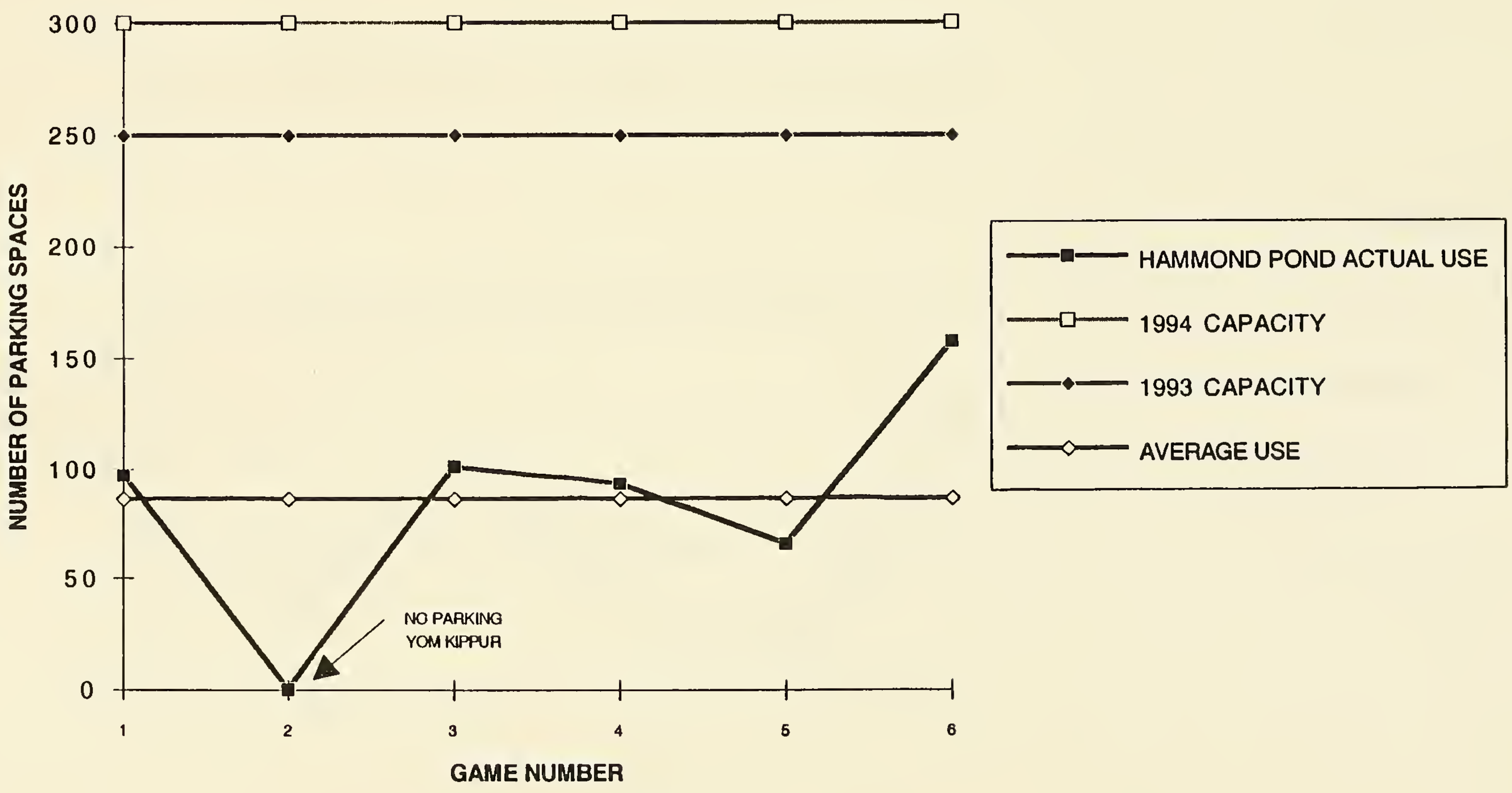


ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY
FOR 1994
ST. JOHN'S SEMINARY

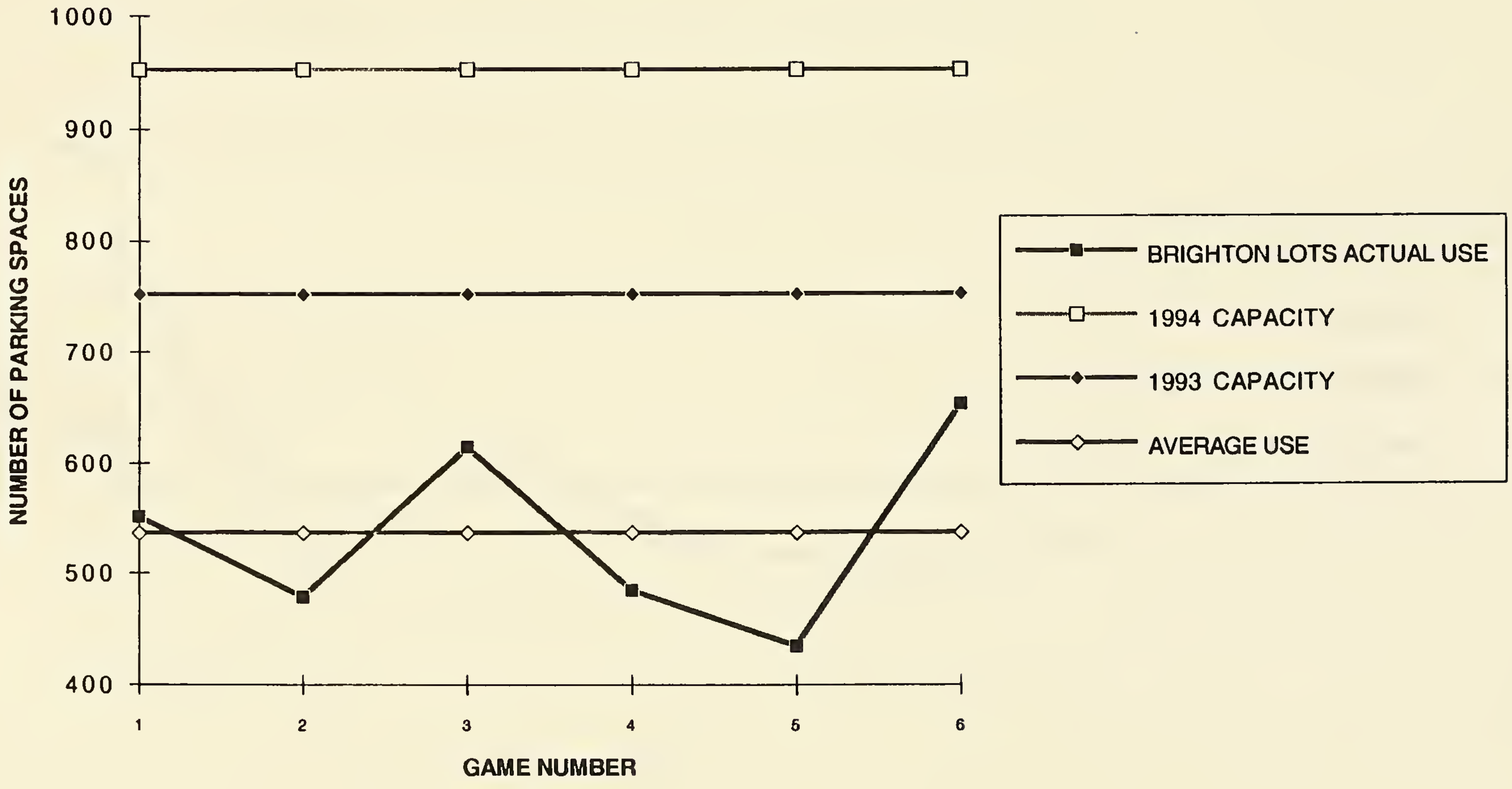


PARKING CHART 4

ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY FOR 1994
HAMMOND POND PARKWAY

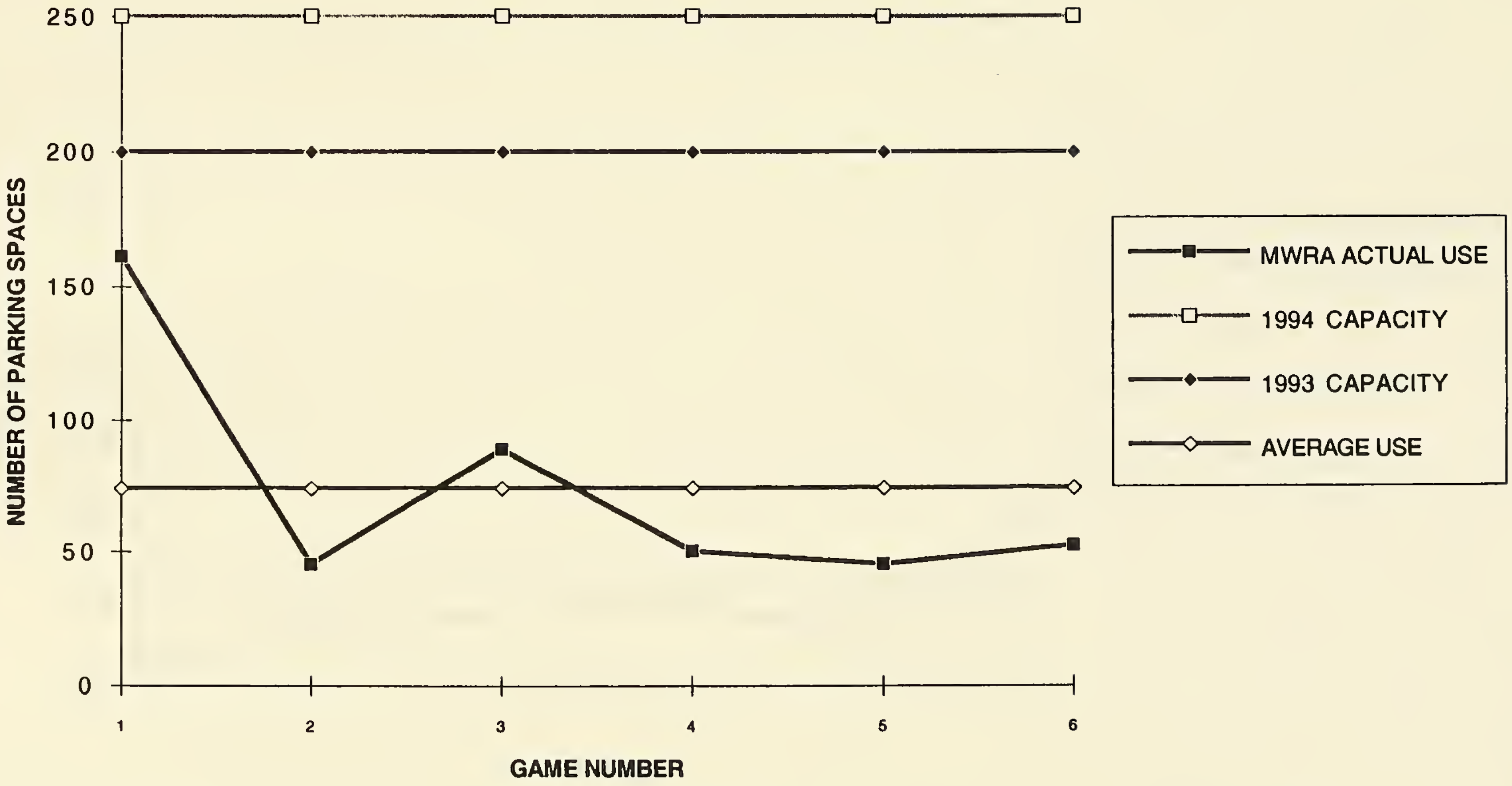


ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY FOR 1994
COMBINED BRIGHTON LOTS



ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY FOR 1994

CHESTNUT HILL PUMPING STATIONS



ACTUAL 1993 USE VS AVERAGE USE, 1993 CAPACITY AND PROJECTED CAPACITY FOR 1994

NEEDHAM INDUSTRIAL PARK

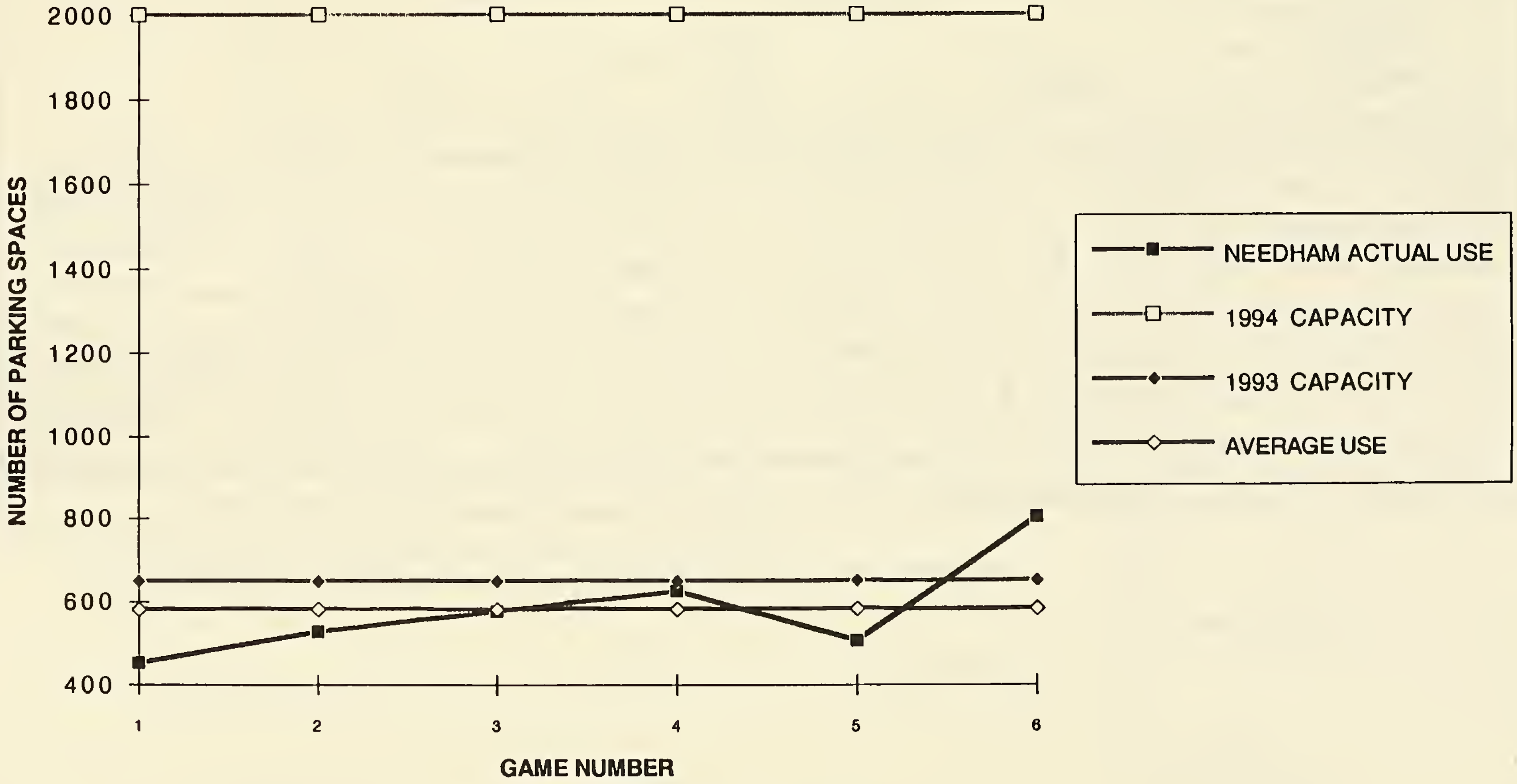


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TABLE 9

BOSTON COLLEGE STADIUM EXPANSION
TRIP GENERATION SUMMARY – BEFORE GAME

Source	Total									Before Game Condition Peak Hour*		
	1993			1994			Net Change			Net Change		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Vehicles parking on-street	350	0	350	100	0	100	-250	0	-250	-100	0	-100
Chestnut Hill Campus	3,005	0	3,005	3,705	0	3,705	700	0	700	280	0	280
St. John's Seminary	629	0	629	700	0	700	71	0	197 ~~71~~	28	0	28
MWRA	40 74 ?	0	40	250	0	250	210	0	210	84	0	84
Hammond Pond Parkway	86	0	86	300	0	300	214	0	214	86	0	86
Newton Campus	710	0	710	1,200	0	1,200	490	0	427 ~~490~~	270**	0	270
Charter Buses	150	150	300	180	180	360	30	30	60	12	12	24
Totals	4,970	150	5,120	6,435	180	6,615	1,465	30	~~1,495~~	660	12	672

* Net change total volumes multiplied by 0.40 to determine peak hour volumes

** For the Newton Campus net change total volumes multiplied by 0.55 to determine peak hour volumes

Should be 553 ?

Should be 750 ?

Should be 197?

How is this accounted for?

Should be 973

Should be 1460

We believe Number would be closer to 1,808

Table should be consistent -- in some case average 1993 use has been used and others a number has been estimated.

Actual Data Counted
For Game Six:
BC Stop: 2703
Chestnut Hill Stop: 1310
Data Sheets Need to be typed

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BC Stop
Game 5

MBTA.DATA5

VIRGINIA TECH	GAME 5	SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
START: NOON		**BOSTON COLLEGE – GREEN LINE STOP**			
11/6/93		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORCE &			
		CHESTNUT HILL ASSOCIATION MEMBERS			
TIME	TRAIN #	# OF CARS	# OF PASSNGR	15 MIN INTERVAL	BC/MBTA #'S
9:00	3633, 3662	2	15		
9:07	3698	1	3		
9:13	3660	1	2	20	
9:18	3627	1	8	8	
9:35	3609	1	15		
9:36	3606	1	14		
9:39	3678	1	17		
9:45	3434, 3533	2	0	46	
9:51	3613	1	21		
10:00	3661	1	54	75	
10:10	3520, 3411	2 ~~1~~	0	0	
10:17	3639	1	32		
10:26	3633	1	75		
10:26	3662	1	12	119	
10:45	3660	1	65	65	
10:54	3696	1	126		
10:56	3627	1	77		
10:58	3609	1	28	231	
11:03	3628	1	108		
11:05	3457	1	105		
11:13	3491	1	95	308	
11:27	3422, 3498	2 ~~1~~	190		
11:30	3468, 3499	2 ~~1~~	38	228	
11:35	3434	1	35		
11:36	3533	1	109		
11:38	3613	1	120	264	
11:50	3489, 3526	2	189		
11:58	3520, 3411	2	147		
12:00	3439, 3496	2	68	404	
12:07	3511, 3493	2	53		
12:10	3661, 3687	2	74		
12:13	3639, 3633	2	52		
12:15	3662	1	33	212	
12:16	3683, 3640	2	84		
12:23	3660, 3696	2	48		
12:24	3692, 3699	2	32		
12:27	3627, 3609	2	32	196	
12:43	3444	1	0	0	

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12:55	3457, 3491	2	59		
12:59	3628, 3675	2	44	103	
	TOTALS:	54	2279	2279	3936

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Chestnut Hill Stop
Game 5

VIRGINIA TECH	GAME 5	SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
START: NOON		**CHESTNUT HILL – RIVERSIDE STOP**			
11/6/93		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORCE &			
		CHESTNUT HILL ASSOCIATION MEMBERS			
TIME	TRAIN #	# OF CARS	# OF PASSNGR	15 MIN INTERVAL	BC/MBTA #'S
9:40-9:50	# of people	walking away	28		
10:00	3689	1	9	37	
10:05	3685	1	6		
10:08	3658	1	3		
10:09	3670	1	5		
10:09	3422	2	2		
10:10	3684	1	1		
10:12	3614	1	13		
10:14	3468	2	12	42	
10:19	3608	1	14		
10:22	3694	1	13		
10:26	3617	1	10		
10:28	3644	1	4	41	
10:33	3637	1	53		
10:35	3526	2	0		
10:38	3681	1	9		
10:39	3695	1	26		
10:40	3685	1	9		
10:44	3511	2	15		
10:44	3666	1	3		
10:45	3693	1	1	116	
10:48	3684	1	42		
10:52	3689	1	15		
10:53	3670	1	26		
10:55	3439	2	5		
11:00	3614	1	8	96	
11:03	3617	1	31		
11:06	3644	1	29		
11:06	3658	1	5		
11:07	3694	1	12		
11:09	3608	1	3	80	
11:16	3681	1	44		
11:19	3666	1	45		
11:25	3637	1	20		
11:26	3693	1	25		
11:29	3695	1	10		
11:30	3685	1	6	150	
11:33	3689	1	59		

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11:38	3682	1	57		
11:40	3617	1	8	124	
11:47	3614	1	57		
11:50	3694	1	39		
11:52	3684	1	18		
11:53	3670	1	15		
11:57	3658	1	17		
12:00	3608	1	12	158	
12:04	3644	1	8		
12:07	3695	1	0		
12:10	3681	1	10		
12:13	3685	1	9	27	
12:16	3617	1	4		
12:18	3666	1	10		
12:19	3693	1	0		
12:24	3684	1	5		
12:26	3689	1	5		
12:29	3670	1	11	35	
12:36	3644	1	1		
12:37	3682	1	6		
12:44	3614	1	6	13	
12:46	3681	1	3		
12:46	3694	1	6		
12:47	3658	1	2		
12:48	3608	1	5		
12:49	3666	1	3		
12:55	3693	1	3	22	
1:04	3689	1	3		
1:06	3685	1	16		
1:07	3695	1	0		
1:07	3632	1	1	20	
		73	961	961	1224
	We were not able to start the count until 9:40 (counted people				
	walking away from station as we approached by car).				
Note:	The BC count continued until 2pm (although we had all agreed on the coun				
	ending at 1PM). However, as the data shows the numbers dropped off				
	significantly after 12:30 and were very light before 10:30.				
	9am -9:40 and 1:00-2:00 pm would not explain the 263				
	passenger difference in BC's data.				

A

Cleveland Circle
Game 5

VIRGINIA TECH	GAME 5	SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
START: NOON		**CLEVELAND CIRCLE - "C" LINE**			
11/6/93		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORCE &			
		CHESTNUT HILL ASSOCIATION MEMBERS			
TIME	TRAIN #	# OF CARS	# OF PASSNGR	15 MIN INTERVAL	BC/MBTA #'S
9:08		1	4	4	
9:26		1	16		
9:29		1	3	19	
9:38		1	13	13	
9:53	3673	1	13		
9:54	3602	1	2	15	
10:01	3687	1	8	8	
10:17	3621	1	15		
10:18	3603	1	2		
10:24	3602	1	14	31	
10:38	3647	1	24		
10:47	3678	1	27		
10:49	3686	1	14		
11:00	3680	1	20	85	
11:15	3673	1	20	20	
11:20	3602	1	36	36	
11:40	3621	1	84		
11:42	3603	1	35		
11:43	3607	1	8	127	
11:56	3686	1	38		
11:57	3647	1	5	43	
12:02	3643	1	34		
12:03	3678	1	22		
12:04	3680	1	5		
12:13	3683	1	18	79	
12:17	3420	1	9		
12:20	3631	1	11	20	
12:31	3673	1	22		
12:33	3602	1	10		
12:35	3612	1	0		
12:45	3539	1	18	50	
12:46	3621	1	2		
12:50	3603	1	16		
12:55	3607	1	15	33	
		34	583	583	733
	Difference in data counts is 150. We had 3 people counting				
	to insure accuracy. With these low numbers it would				
	be difficult to miss 150 passengers.				

A

BC Stop
Game 4

TULANE	GAME 4	SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
1:30 START		BOSTON COLLEGE – GREEN LINE STOP			
		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORC			
10/30/93		CHESTNUT HILL ASSOCIATION MEMBERS			
TIME	TRAIN #	# OF CARS	# OF PASSNGR	15 MIN INTERVAL	
8:58	3698	1	4	4	
9:08	3640	1	14		
9:12	3696	1	6	20	
9:18	3625	1	4		
9:25	3639	1	7	11	
9:35	3607	1	12		
9:39	3662	1	4		
9:50	3637	1	27		
9:52	3675	1	6	49	
10:05	3608	1	23		
10:10	3654	1	20		
10:20	3698	1	46	89	
10:32	3640	1	18		
10:37	3696	1	48		
10:45	3625	1	32	98	
10:49	3639	1	31		
10:56	3607	1	42	73	
11:01	3662	1	43	43	
11:33	3422	1	96		
11:35	3637	1	73		
11:36	3493, 3517	2	75		
11:40	3675	1	47		
11:43	3453	1	45		
11:44	3654	1	45	381	
11:46	3608	1	42		
11:48	3484	1	43		
11:49	3698	1	32		
11:51	3627	1	35		
12:00	3514	1	120	272	
12:03	3538	1	27		
12:04	3496	1	23		
12:06	3640	1	52		
12:08	3488	1	14		
12:10	3440	1	24		
12:12	3645	1	59	199	
12:20	3696, 3680	2	120		
12:23	3625, 3639	2	31		
12:30	3607, 3662	2	110	261	

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12:36	3516, 3445	2	76		
12:40	3491	1	0		
12:43	3667, 3633	2	106	182	
12:53	3619, 3629	2	200	DOORS	
1:11	3678	1	26		
1:13	3683, 3613	2	91	317	
1:20	3675, 3637	2	135		
1:23	3654, 3608	2	94		
1:25	3693, 3627	2	47		
1:27	3663, 3609	2	33		
1:28	3476	1	0		
1:28	3453, 3484	2	55	364	
1:32	3422, 3538	2	33		
1:33	3684, 3604	2	64		
1:40	3640, 3645	2	9		
1:43	3696, 3660	2	35	141	
1:47	3625, 3639	2	34	34	
		73	2538	2538	

A

Chestnut Hill Stop
Game 4

TULANE	GAME 4	SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
1:30 START		CHESTNUT HILL - RIVERSIDE STOP			
		CHESTNUT HILL ASSOCIATION MEMBERS			
10/30/93					
TIME	TRAIN #	# OF CARS	# OF PASSNGR	15 MIN INTERVAL	BC FROM 10/23/93
11:59	3695	1	11	11	149
12:05	3636	1	10		
12:07	3682	1	9		
12:11	3631	1	5		
12:14	3615	1	28	52	178
12:18	3624	1	19		
12:19	3268	1	7		
12:20	3651	1	1		
12:21	3656	1	13		
12:24	3691	1	14		
12:29	3652	1	20	74	167
12:33	3603	1	8		
12:37	3679	1	1		
12:38	3682	1	18		
12:39	3647	1	5		
12:40	3630	1	6		
12:45	3631	1	25	63	130
12:57	3666	1	50		
12:58	3628	1	11		
12:58	3695	1	9	70	98
1:05	3651	1	23		
1:05	3636	1	10		
1:07	3603	1	20		
1:10	3615	1	4		
1:14	3691	1	3		
1:15	3679	1	19	79	85
1:17	3624	1	2		
1:18	3630	1	12		
1:19	3656	1	1		
1:24	3647	1	4		
1:26	3652	1	6		
1:28	3682	1	2	27	60
		32	376	376	867

A

BC Stop
Game 3

ARMY	GAME 3	SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
START: 1:30		BOSTON COLLEGE – GREEN LINE STOP			
10/23/93		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORC			
		CHESTNUT HILL ASSOCIATION MEMBERS			
TIME	TRAIN #	# OF CARS	# OF PASSNGR	15 MIN INTERVAL	BC/MBTA #'S
11:50	3664	2	87		
11:54		2	68		
11:58		1	0	155	350
12:05		1	160	160	425
12:30	3504, 3424	2	170		
12:30	3688	2	80		
12:30	3659	1	35	285	450
12:36	3662, 3613	2	48		
12:38	3674	1	26		
12:43	3534	1	0		
12:45	3517, 3455	2	0	74	620
12:46	3636, 3654	2	140		
1:00	3690, 3699	2 ①	230	370	800
1:05	3658, 3654	2 ①	135		
1:06	3625, 3623	2 ①	93		
1:10	3633, 3624	2	14		
1:12	3663, 3628	2	99		
1:14	3607, 3664	2	37	378	900
1:20	3489, 3415	2	160		
1:30	3678, 3644	2	147	307	1130
1:33	3689, 3602	2	10		
1:40	3608, 3661	2	145		
1:45	3639, 3637	2	105	260	575
1:48	3662, 3613	2	58		
1:55	3501, 3424	2	76	134	150
	TOTALS:	42	2123	2123	5400

A

BC Stop
Game 2

MBTA.DATA2

TEMPLE		SUMMARY REVIEW OF MBTA RIDERSHIP DATA			
12:00		BOSTON COLLEGE – GREEN LINE STOP			
		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORC			
		CHESTNUT HILL ASSOCIATION MEMBERS			
TIME	TRAIN #	# OF CARS	# OF PASSNGR		
11:40	3472	2	150		
11:42	3640	1	80		
11:43	3656	1	66		
11:49	3621	1	156		
11:56	3618	2	200		
12:07	3448	2	194		
12:17	3541	1	70		
12:19	3449	2	22		
12:25	3638	2	120		
12:30	3647	2	65		
12:33	3619	2	32		
		18	1155	X3 for 3hr	Period
				= 3,465	

A

BC Stop
Game 1
-- Estimates based on
[illegible] car numbers

MBTA.DATA1

		SUMMARY REVIEW OF MBTA RIDERSHIP DATA	
		BOSTON COLLEGE – GREEN LINE STOP	
		COLLECTED BY ALLSTON-BRIGHTON COMMUNITY TASK FORC	
		CHESTNUT HILL ASSOCIATION MEMBERS	
MIAMI GAME	TRAIN #	# OF CARS	# OF PASSNGR
3:30 START			
	3605	2	300
2:00	3539	1	150
	3568	1	150
2:05	3412	1	0
	3469	1	0
2:12	3688	2	0
	3654	2	26
	3635	1	75
	3615	1	75
	3503	1	75
	3412	1	75
	3530	1	150
	3424	1	150
	3604	2	150
	3600	2	25
2:15	3602	1	75
	3485	1	150
	3500	1	150
2:25	3638	1	150
	3679	1	75
2:30	3445	1	150
2:45	3632	1	150
	2673	1	150
	3461	2	150
	3416	2	75
2:50	3676	1	0
3:00	3423	1	150
3:10	3677	1	150
	3686	1	150
3:15	3642	1	150
	3621	1	150
	3674	1	150
	3629	1	150
3:25	3605	1	0
	3416	1	51
3:30	3539	1	150
	3485	1	150
	3688	1	150
	3654	1	150
		46	4377

A

A

REMOTE PARKING LOT SURVEY

POLAROID, HONEYWELL BULL, ST. JOHN'S

SUMMARY - SUMMARY - SUMMARY

	POLAROID INDUSTIRAL PARK	HONEYWELL BULL	ST. JOHN'S	RIVERSIDE	WOODLAND	LAW SCHOOL	LAW SCHOOL AM	MWRA	HAMMOND PND
GAME 1	425	340	630		353	876	240	61	
GAME 2	520	334	514	829	269	730	323	45	0
GAME 3	550	337	619			918	341	89	
GAME 4	600	345	389	383	203	1028	192	36	
GAME 5	451	340	531			1015	326	34	105
GAME 6	801	Data	Available	Needs to be	Entered	915		140	
AVG.	558	339	447			933	284	67.5	

Note: Spoke to patrons at satellite lots:

"easier than parking in Neighborhoods"

"We are sure of gettin a parking place this way"

"Can bring the kids now because we know where to go and they don't have to walk"

1ST AND 2ND GAMES CONFLICT WITH RED SOX PARKING AT RIVERSIDE AND WOODLAND

1ST AND 3RD GAMES WEDDING RECEPTIONS PLANNED AT DAY SCHOOL -- PARKING WOULD NOT HAVE BEEN AVAILABL

Non-game day parking on Law School = 204 (11/13/93)

Comparison of Rizzo Data to Our Data

	Brighton Lots	Needham Industrial	St. John's	Law School	MWRA	Hammond Pond
Rizzo Avg	536	580	553	973	74	86
Our Avg	339	558	447	933	67	N/A
	197	22	106	-284*	7	
				(649)		

* Average Cars already on Campus or transferred ones from Main Campus

A

		PER VEHICLE OCCUPANCY COUNT									
		LAW SCHOOL CAMPUS									
		SUMMARY - SUMMARY - SUMMARY									
	1 PASS	2 PASS	3 PASS	4 PASS	5 OR MORE PASS		AVG PASS				
	PER CAR	PER CAR	PER CAR	PER CAR	PER CAR		PER CAR				
GAME 1	25	119	25	28	10	207					
total	25	238	75	112	50	500	2.41				
GAME 2											
GAME 3											
GAME 4	60	131	41	20	8	260					
total	60	252	123	80	40	555	2.13				
GAME 5											
GAME 6	14	135	31	38	12	230					
total	14	270	93	152	60	589	2.56				

Overall Average
697/1644 = 2.36

A

		TRAFFIC TURNING STATISTICS						
		SUMMARY - SUMMARY - SUMMARY						
		COMM AVE/LAKE ST./ST. THOMAS MORE DRIVE						
	LFT. COM AVE	LFT. COM AVE	STRAIGHT	LEFT ST. THO. MORE	RIGHT ST. THO. MORE	RIGHT COM AV	STRAIGHT	RIGHT COM AV
	LAKE	ST. THOM. MORE	ST. THOM. MORE/	COM AVE.	COM AVE	LAKE	COM AVE	ST. THO MORE
			LAKE					
GAME 1	89	118	40	39	33	162	447	
GAME 2	390	665	313	N/A	N/A	393	1451	
GAME 3 *	378	461	232	173	131	259	660	
GAME 4 *	150	227	81	105	63	314	1013	138
GAME 5	373	530	173	162	127	N/A		51
GAME 6	Data Available Needs to Be Entered.							
	1380	2001	839	479	354	1128	3571	189
NOTE:	NEEDS WORK FOR ESTIMATE DATA UPDATING							
	NOT FINAL	yet						

* Games monitored by Rizzo.

A

TRAFFIC TURNING STATISTICS

GAME 1 -- MIAMI -- 3:30 PM START

COMM AVE/LAKE ST./ST. THOMAS MORE DRIVE

	LFT. COM AVE	LFT. COM AVE	STRAIGHT	LEFT ST. THO. MORE	RIGHT ST. THO. MORE	RIGHT COM AV	STRAIGHT	RIGHT COM AV
	LAKE	ST. THOM. MORE	ST. THOM. MORE/ LAKE	COM AVE.	COM AVE	LAKE	COM AVE	ST. THO MORE
2:00-2:15	N/A	N/A	N/A	N/A	N/A	48	65	
2:15-2:30	N/A	N/A	N/A	N/A	N/A	40	110	
2:30-2:45	N/A	N/A	N/A	N/A	N/A	22	52	
2:45-3:00	17	24	11	11	10	16	78	
3:00-3:15	30	33	8	10	5	14	43	
3:15-3:30	42	61	21	18	18	22	99	
	89	118	40	39	33	162	447	

A

TRAFFIC TURNING STATISTICS

GAME 2 -- TEMPLE -- 12:00 PM START

COMM AVE/LAKE ST./ST. THOMAS MORE DRIVE

	LFT. COM AVE	LFT. COM AVE	STRAIGHT	LEFT ST. THO. MORE	RIGHT ST. THO. MORE	RIGHT COM AV	STRAIGHT	RIGHT COM AV
	LAKE	ST. THOM. MORE	ST. THOM. MORE/	COM AVE.	COM AVE	LAKE	COM AVE	ST. THO MORE
			LAKE					
10:00-10:15	13	70	63	N/A	N/A	22	93	
10:15-10:30	26	88	60	N/A	N/A	21	127	
10:30-10:45	43	40	20	N/A	N/A	37	99	
10:45-11:00	29	66	17	N/A	N/A	44	137	
11:00-11:15	41	128	44	N/A	N/A	74	166	
11:15-11:30	72	44	21	N/A	N/A	59	275	
11:30-11:45	74	93	20	N/A	N/A	50	186	
11:45-12:00	40	68	30	N/A	N/A	32	110	
12:00-12:15	49	58	20	N/A	N/A	38	171	
12:15-12:30	3	10	18	N/A	N/A	16	87	
	390	665	313			393	1451	

A

BOSTON 3

		TRAFFIC TURNING STATISTICS						
		GAME 3 -- ARMY -- 1:30 PM START						
		COMM AVE/LAKE ST./ST. THOMAS MORE DRIVE						
	LFT. COM AVE	LFT. COM AVE	STRAIGHT	LEFT ST. THO. MORE	RIGHT ST. THO. MORE	RIGHT COM AVE	STRAIGHT	RIGHT COM AV
	LAKE	ST. THOM. MORE	ST. THOM. MORE/	COM AVE.	COM AVE	LAKE	COM AVE	ST. THO MORE
			LAKE					
11:30-11:45	34	53	15	23	12	22	N/A	N/A
11:45-12:00	39	55	20	13	12	21	N/A	N/A
12:00-12:15	81	86	44	21	19	37	N/A	N/A
12:15-12:30	59	60	41	23	16	44	N/A	N/A
12:30-12:45	52	42	22	19	18	74	N/A	N/A
12:45-1:00	32	55	29	22	14	59	N/A	N/A
1:00-1:15	30	47	29	15	15	50	N/A	N/A
1:15-1:30	35	45	24	21	19	32	N/A	N/A
1:30-1:45	16	18	8	16	6	38	N/A	N/A
	378	461	232	173	131	377	0	0

A

		TRAFFIC TURNING STATISTICS						
		GAME 4 -- TULANE -- 1:30 PM START						
		COMM AVE/LAKE ST./ST. THOMAS MORE DRIVE						
	LFT. COM AVE	LFT. COM AVE	STRAIGHT	LEFT ST. THO. MORE	RIGHT ST. THO. MORE	RIGHT COM AVE	STRAIGHT	RIGHT COM AVE
	LAKE	ST. THOM. MORE	ST. THOM. MORE/	COM AVE.	COM AVE	LAKE	COM AVE	ST. THO MORE
			LAKE					
11:30-11:45	40	66	25	38	16	31	94	40
11:45-12:00	45	59	23	23	18	57	162	32
12:00-12:15	29	43	17	18	8	43	116	26
12:15-12:30	36	59	16	26	21	36	150	40
12:30-12:45	EST 52	EST 42	EST 22	EST 19	EST 18	44	131	N/A
12:45-1:00	EST 32	EST 55	EST 29	EST 22	EST 14	22	90	N/A
1:00-1:15	EST 30	EST 47	EST 29	EST 15	EST 15	42	131	N/A
1:15-1:30	EST 35	EST 45	EST 24	EST 21	EST 19	39	139	N/A
	150	227	81	105	63	314	1013	138
NOTE:	COUNTER CAME DOWN WITH FLU LAST HALF OF COUNT							
	USED NUMBERS FROM PREVIOUS GAME (SAME START TIME) AS ESTIMATE							

A

		TRAFFIC TURNING STATISTICS		
		GAME 1 -- MIAMI -- 3:30 PM START		
		SOUTH STREET AT COMM AVE.		
	COM AVE	COM AVE	SOUTH ST	
	WEST	EAST	AT COM AVE	
			[illegible]	
2:00-2:15	87	57	16	
2:15-2:30	122	77	26	
2:30-2:45	119	90	27	
2:45-3:00	91	58	35	
3:00-3:15	131	105	27	
3:15-3:30	95	96	26	
3:30-3:45	96	70	21	
3:45-4:00	107	95	19	
	848	648	197	

A

TRAFFIC TURNING STATISTICS

GAME 5 -- VIRGINIA TECH -- 12:00 PM START

COMM AVE/LAKE ST./ST. THOMAS MORE DRIVE

	LFT. COM AVE	LFT. COM AVE	STRAIGHT	LEFT ST. THO. MORE	RIGHT ST. THO. MORE	RIGHT COM AVI	STRAIGHT	RIGHT COM AVE
	LAKE	ST. THOM. MORE	ST. THOM. MORE/ LAKE	COM AVE.	COM AVE	LAKE	COM AVE	ST. THO MORE
10:00-10:15	37	59	19	16	10	N/A	N/A	8
10:15-10:30	45	62	17	17	15	28	79	6
10:30-10:45	49	71	15	19	7	38	113	11
10:45-11:00	41	83	26	25	28	40	120	10
11:00-11:15	61	71	26	22	13	51	100	4
11:15-11:30	46	55	21	19	17	57	114	1
11:30-11:45	47	78	31	20	22	45	134	2
11:45-12:00	47	51	18	24	15	N/A	N/A	9
	373	530	173	162	127	259	660	51

~~NOTE:~~ ~~COUNTER CAME DOWN WITH FLU LAST HALF OF COUNT~~

USED NUMBERS FROM PREVIOUS GAME (SAME START-TIME) AS ESTIMATE

A

		TRAFFIC TURNING STATISTICS		
		GAME 1 -- MIAMI -- 3:30 PM START		
		COM AVE AND FOSTER STREET		
	COM AVE TOWARD BC	COM AVE TO FOSTER	FOSTER TO COM AVE	
1:00-1:15	110	12	62	
1:15-1:30	65	5	43	
1:30-1:45	99	4	63	
1:45-2:00	60	1	45	
2:00-2:15	61	7	60	
2:15-2:30	70	3	31	
2:30-2:45	68	2	34	
2:45-3:00	90	0	44	
3:00-3:15	94	3	55	
3:15-3:30	80	1	45	
3:30-3:45	75	5	35	
	872	43	517	

		TRAFFIC TURNING STATISTICS		
		GAME 2 --TEMPLE -- 12:00 PM START		
		COM AVE AND FOSTER STREET		
	COM AVE TOWARD BC	COM AVE TO FOSTER	FOSTER TO COM AVE	
10:00-10:15	87	7	64	
10:15-10:30	147	15	106	
10:30-10:45	150	12	92	
10:45-11:00	148	14	100	
11:00-11:15	165	10	120	
11:15-11:30	170	17	80	
11:30-11:45	164	18	103	
11:45-12:00	142	9	80	
12:00-12:15	137	10	68	
	1310	112	813	

A

A

		TRAFFIC TURNING STATISTICS			
		GAME 1 -- MIAMI -- 3:30 PM START			
		LAKE STREET AND WASHINGTON STREET			
		AFTER GAME COUNT			
	LEFT	STRAIGHT TO	RIGHT TO	WESTBOUND	EASTBOUND
	WASH. ST	BROCK STREET	BRIGHTON CENTER		
7:00-7:15	20	39	40	36	34
7:15-7:30	67	45	50	30	32
7:30-7:45	53	36	36	55	33
7:45-8:00	20	40	45	24	47
NOTE:	Game started at 3:30, this count took place at end of game.				
	160	160	171		

A

TRAFFIC TURNING STATISTICS
SUMMARY OF ALL GAMES
COMM AVE. AT CENTRE STREET

	COMM AVE	COMM AVE	COMM AVE	CENTRE TOWARD	CENTRE L	CENTRE R	COM AVE	COM AVE	COM AVE	CENTRE L	CENTRE	CENTRE RIGHT	
	TOWARD BC	L TO CENTRE	R TO CENTRE	NEWT. CENTRE	TO COM AVE	TO COM AVE	TO CITY HALL	R TO CENTRE	L TO CENTRE	TO COM AVE	TO LAW	TO COM AVE	TOTALS
GAME 1	614	83	160	1055	395	41	N/A	N/A	N/A	58	775	170	3351
GAME 2	961	68	329	1297	577	22	749	298	255	191	1199	243	6189
GAME 3	1027	333	105	1462	538	29	740	340	258	110	1442	240	6624
GAME 4	1052	385	145	1501	657	32	703	434	305	156	1197	238	6805
GAME 5	1059	383	320	1627	704	47	662	359	321	221	1392	274	7369
GAME 6	1197	336	201	1501	709	26	674	346	250	191	1334	249	7014
	5910	1588	1260	8443	3580	197	3528	1777	1389	927	7339	1414	

Key intersection to Law School Campus -- 19% increase from second game through last in total volume. How much more capacity is available at this intersection?

A

TRAFFIC TURNING STATISTICS
GAME 1 -- MIAMI -- 3:30 PM START
COMM AVE. AT CENTRE STREET

	COMM AVE	COMM AVE	COMM AVE	CENTRE	CENTRE L.	CENTRE R	COM AVE	COM AVE	COM AVE	CENTRE L.	CENTRE	CENTRE RIGHT
	TOWARD BC	L TO CENTRE	R. TO CENTRE	TO N. CENTRE	TO COM AVE	TO COM AVE	TO CITY HALL	R. TO CENTRE	L TO CENTRE	TO COM AVE	TO LAW	TO COM AVE
1:30-1:45	58	2	14	79	41	0				12	110	30
1:45-2:00	40	16	7	3	4	0				12	115	30
2:00-2:15	2	2	16	33	17	6				7	110	18
2:15-2:30	137	13	49	220	81	3				4	105	30
2:30-2:45	142	12	43	270	101	11				4	100	20
2:45-3:00	52	8	8	64	41	5				10	100	15
3:00-3:15	53	8	9	116	34	6				7	110	20
3:15-3:30	45	8	2	103	35	4				2	25	7
3:30-3:45	46	7	8	96	26	4				N/A	N/A	N/A
3:45-4:00	39	7	4	71	15	2				N/A	N/A	N/A
	614	83	160	1055	395	41	0	0	0	58	775	170

NEWTON 3

		TRAFFIC TURNING STATISTICS										
		GAME 2 -- TEMPLE -- 12:00 PM START										
		COMM AVE. AT CENTRE STREET										
	COMM AVE	COMM AVE	COMM AVE	CENTRE TOWARD	CENTRE L	CENTRE R	COM AVE	COM AVE	COM AVE	CENTRE L	CENTRE	CENTRE RIGHT
	TOWARD BC	L TO CENTRE	R TO CENTRE	NEWT. CENTRE	TO COM AVE	TO COM AVE	TO CITY HALL	R TO CENTRE	L TO CENTRE	TO COM AVE	TO LAW	TO COM AVE
10:00-10:15	95	1	19	157	59	4	70	26	30	20	110	22
10:15-10:30	81	13	26	111	72	1	55	28	30	18	120	29
10:30-10:45	136	1	51	157	82	1	80	31	20	14	129	30
10:45-11:00	111	3	46	141	84	2	68	31	21	26	143	24
11:00-11:15	98	4	26	88	39	2	97	32	34	24	90	23
11:15-11:30	65	7	39	88	43	1	103	28	23	9	73	21
11:30-11:45	82	11	36	94	34	4	73	30	24	30	117	29
11:45-12:00	129	8	47	158	69	1	65	34	34	17	140	30
12:00-12:15	93	14	17	171	57	3	71	28	27	14	150	21
12:15-12:30	71	6	22	132	38	3	67	30	12	19	127	14
	961	68	329	1297	577	22	749	298	255	191	1199	243

TRAFFIC TURNING STATISTICS
GAME 3 -- ARMY -- 1:30 PM START
COMM AVE. AT CENTRE STREET

	COMM AVE	COMM AVE	COMM AVE	CENTRE TOWARD	CENTRE L.	CENTRE R	COM AVE	COM AVE	COM AVE	CENTRE L.	CENTRE	CENTRE RIGHT
	TOWARD BC	L TO CENTRE	R. TO CENTRE	NEWT. CENTRE	TO COM AVE	TO COM AVE	TO CITY HALL	R. TO CENTRE	L TO CENTRE	TO COM AVE	TO LAW	TO COM AVE
11:30-11:45	119	47	11	205	94	2	61	30	14	16	120	18
11:45-12:00	105	42	28	139	38	0	89	25	28	4	166	26
12:00-12:15	137	53	11	153	71	2	76	39	29	7	118	40
12:15-12:30	97	28	11	48	49	5	65	36	22	25	156	20
12:30-12:45	88	39	6	112	50	0	75	40	34	7	110	22
12:45-1:00	119	47	10	177	38	2	77	39	26	2	187	19
1:00-1:15	133	34	12	203	66	6	76	32	21	8	160	20
1:15-1:30	92	18	7	176	44	3	92	39	27	10	143	25
1:30-1:45	66	11	6	127	47	4	82	32	29	23	145	19
1:45-2:00	71	14	3	122	41	5	47	28	28	8	137	31
	1027	333	105	1462	538	29	740	340	258	110	1442	240

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TRAFFIC TURNING STATISTICS
GAME 4 -- TULANE -- 1:30 PM START
COMM AVE. AT CENTRE STREET

	COMM AVE TOWARD BC	COMM AVE L TO CENTRE	COMM AVE R. TO CENTRE	CENTRE TOWARD NEWT. CENTRE	CENTRE L TO COM AVE	CENTRE R TO COM AVE	COM AVE TO CITY HALL	COM AVE R. TO CENTRE	COM AVE L TO CENTRE	CENTRE L TO COM AVE	CENTRE TO LAW	CENTRE RIGHT TO COM AVE
11:30-11:45	144	38	14	150	99	2	79	47	34	8	88	24
11:45-12:00	144	52	23	132	110	1	53	36	30	13	92	14
12:00-12:15	91	47	14	100	40	0	88	70	40	31	106	17
12:15-12:30	93	41	24	148	64	9	56	36	37	11	85	14
12:30-12:45	99	33	8	154	83	0	75	41	31	42	119	27
12:45-1:00	126	38	19	154	54	3	59	37	24	0	164	23
1:00-1:15	100	48	15	197	69	4	81	52	34	0	122	26
1:15-1:30	92	36	7	172	61	6	76	48	23	11	139	32
1:30-1:45	89	29	14	163	40	4	67	36	21	18	146	28
1:45-2:00	74	23	7	131	37	3	69	31	31	22	136	33
	1052	385	145	1501	657	32	703	434	305	156	1197	238

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TRAFFIC TURNING STATISTICS
GAME 5 -- VIRGINIA TECH -- 12:00 PM START
COMM AVE. AT CENTRE STREET

	COMM AVE TOWARD BC	COMM AVE L TO CENTRE	COMM AVE R. TO CENTRE	CENTRE TOWARD NEWT. CENTRE	CENTRE L. TO COM AVE	CENTRE R TO COM AVE	COM AVE TO CITY HALL	COM AVE R. TO CENTRE	COM AVE L TO CENTRE	CENTRE L TO COM AVE	CENTRE TO LAW	CENTRE RIGHT TO COM AVE
10:00-10:15	79	19	13	81	43	4	65	27	22	26	140	28
10:15-10:30	96	44	152	150	59	6	64	17	25	18	132	21
10:30-10:45	170	62	16	211	91	4	59	42	38	24	146	28
10:45-11:00	136	52	17	192	87	4	65	28	31	22	144	27
11:00-11:15	87	23	7	168	68	2	64	45	31	16	158	44
11:15-11:30	125	47	17	193	110	4	57	46	29	26	105	24
11:30-11:45	100	33	23	127	39	5	52	42	37	20	139	27
11:45-12:00	84	32	34	182	88	8	85	46	42	17	134	20
12:00-12:15	85	38	18	188	65	6	77	37	45	27	137	30
12:15-12:30	97	33	23	135	54	4	74	29	21	25	157	25
	1059	383	320	1627	704	47	662	359	321	221	1392	274

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TRAFFIC TURNING STATISTICS
GAME 6 -- West Virginia -- 4:00 PM START
COMM AVE. AT CENTRE STREET

	COMM AVE	COMM AVE	COMM AVE	CENTRE TOWARD	CENTRE L.	CENTRE R	COM AVE	COM AVE	COM AVE	CENTRE L.	CENTRE	CENTRE RIGHT
	TOWARD BC	L TO CENTRE	R. TO CENTRE	NEWT. CENTRE	TO COM AVE	TO COM AVE	TO CITY HALL	R. TO CENTRE	L TO CENTRE	TO COM AVE	TO LAW	TO COM AVE
2:00-2:15	193	56	14	181	122	7	76	46	26	15	150	28
2:15-2:30	128	41	16	131	100	5	63	40	19	14	119	27
2:30-2:45	174	48	23	130	81	2	62	31	23	12	122	31
2:45-3:00	140	44	18	153	94	2	65	35	31	25	162	25
3:00-3:15	101	36	16	129	71	1	77	43	29	20	133	36
3:15-3:30	139	33	28	176	73	2	58	26	21	14	133	17
3:30-3:45	89	22	32	173	56	0	58	32	25	30	135	23
3:45-4:00	103	21	22	153	50	3	75	37	24	26	140	17
4:00-4:15	62	17	16	138	30	2	79	29	30	18	118	20
4:15-4:30	68	18	16	137	32	2	61	27	22	17	122	25
	1197	336	201	1501	709	26	674	346	250	191	1334	249

		TRAFFIC TURNING STATISTICS			
		GAME 1 -- MIAMI -- 3:30 PM START			
		COMM AVE/COLLEGE ROAD/MAYFLOWER			
	COM AVE STRAIGHT	COM AVE/COLLEGE RD	COL.RD/COM.AVE	COL.RD/COM AVE	COM. AVE TO
			LEFT	RIGHT	MAYFLOWER
1:30-1:45	150	12	10	42	3
1:45-2:00	170	8	8	46	3
2:00-2:15	170	9	10	29	11
2:15-2:30	160	7	6	49	4
2:30-2:45	150	16	12	38	3
2:45-3:00	90	7	6	35	0
3:00-3:15	111	12	6	25	5
3:15-3:30	90	5	11	41	0
3:30-3:45	80	7	2	15	2
	1171	83	71	320	31

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November 7, 1993

TO: Robert Morse
Captain, Boston College Police

CC: Louis Mercuri
Newton Planning Department

FR: K. Edward Alexander
Member, Boston College Neighborhood Council

RE: Traffic Observations, Virginia Tech Game

SUMMARY AND SUGGESTIONS

1. While the traffic flow at Centre Street and Commonwealth Avenue was improved, the intersection continues to be overloaded prior to the games. Whether the improvements were due to additional barrels, the arrival patterns of the fans due to the weather, or visiting team fans flying vs. driving to the game is anyone guess.

2. It is suggested that BC rethinking the parking in the travel lane on easterly side of Hammond Pond Parkway! After the game, it becomes dangerous as it is dark and you do not expect one or two cars to still be parked in the travel lane. Requiring the parking attendants to remain until all cars leave would be one possible solution to this dangerous situation.

   Station wagons, with the rear foot or so jutting into the westerly travel lane, is not a happy situation but one that the parking attendants can easily cured with more vigilance.

3. If barrels are continued to be used at Center and Commonwealth, I suggest that they be extended "over the hill" on the southerly approach.

   I also suggest that signs directing cars to "Form Two Lanes" or "Form Left Turn Lane" as they approach Commonwealth on Centre Street be added to one or two of the barrel signs.

4. BC must redoubled there efforts to inform fans regarding the remote lots. It was obvious that many cars arrived near the Newton Centre Campus area without a clue as to where they could park. This action is slowly defeating the BC entire effort.

5. Virginia Tech fans, at the Tara, were frantically trying to hail cabs or buses at 11:30. Better information or special arrangements seems to be required.

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OBSERVATION OF TRAFFIC BEFORE THE VIRGINIA TECH GAME.

9:05 Commonwealth & Centre (C&C) light traffic and clearing

10:00 C&C light controlling but Officers on duty. NB had small backup, generally clearing. Only problem.

10:00-10:15 Commonwealth to turnpike loop and ramps. Traffic moderately heavy but clearing at all lights. Reasonable flow.

10:15 C&C EB, backup but clearing. South and West Bound clearing. NB had backup but clearing all but 4 to 8 cars.

10:35 C&C Signals controlling. NB not clearing and back as far as Willow. EB and WB almost clearing. SB OK.

10:45 Turnpike Exit Ramp traffic from the west varied in length depending on whether or not drivers stopped at top of ramp as they are suppose to (almost all did not stop) and whether or not drivers were aggressive at blinking yellow light at Church and Centre. Traffic back up from Church and Centre street intersection almost to the top of the ramp on occasions and generally beyond the intersection of Centre Street and the "loop" road parallel to the turnpike. Two lanes were forming on ramp. Only observed traffic back up on ramp to the travel lanes of turnpike on one occasion during the 5 minute observation.

NOTE: THE INTERSECTION OF CHURCH AND CENTRE STREETS IS CRITICAL. TO RAMP EXITING TRAFFIC. A blinking yellow generally allows for free flow but non-aggressive drivers at Church and Center or side street flow forces traffic to back up beyond the entrance to the parking area behind the stores on Centre Street.

10:50 Sargent/Cabot and Centre Street light not always clearing NB traffic. Heavy traffic.

10:55 C&C Heavy traffic but flowing. SB not always clearing. EB and WB generally clearing. Heavy traffic. NB backed up to Willow Street and not clearing.

11:25 C&C NB backup onto Willow Street at Fire House and on Centre to Lyman. At least two cycles to clear. EB and WB also not clearing leaving 6 to 10 cars. SB surprisingly good though not clearing.

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11:25-11:35 Commonwealth to Turnpike flowing well. No problem at Sargent/Cabot and Centre. Light traffic around the loop. Ramps OK and Church Street (blinking) OK.

11:40 C&C. SB back to Ward and not clearing 4 to 6 cars. EB not clearing 3 to 5 cars. WB not clear either LT or through traffic, 8 to 10 car left after signal. NB not checked but over hill.

Commonwealth to Chestnut Hill flowing well. No problems.

11:45 "Residents Parking Only" zones along Commonwealth Avenue adjacent to the cemetery PACKED. This is not usually. (Additional "Open" street parking only encourages more car to the Core Area.)

11:50 On Beacon Street, near park/playing fields numerous Parking tickets had been issued and "Residents Parking Only" zones heavily used. (See above comment. Towing or Booting is the only solution.)

11:55 Hammond Pond Parkway used for a block or two. On easterly side parking in travel lane. STRONGLY SUGGEST THAT TRAVEL LANE NOT BE USED FOR PARKING. During daylight hours and when there is a string of 30 to 40 cars and red coated attendants are present, automobiles are easily seen. NOT SO WHEN ONLY ONE OR TWO CARS REMAIN, IT IS DARK, AND PARKING ATTENDANTS ARE GONE.

Cars on the westerly side must not overhang the pavement. The parking attendants should be instructed to make sure this does not occur.

(In any case, parking in the travel lanes on the roadway shoulders adjacent to a conservation area is not a class act! What image does BC want to project?)

Were there Services at the Temple? The lot was full!

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K. E. ALEXANDER & ASSOCIATES, INC.
LAND USE AND DEVELOPMENT CONSULTANT

January 25, 1994

TO: Stephen Costello, Chairman
Allston-Brighton/Boston College Community Relations Committee

Patricia Otis, Chairperson
Chestnut Hill Civic Association

RE: Proposed Amendment to the Boston College Master Plan
to permit the Reconstruction and Expansion of Alumni Stadium.

FR: K. Edward Alexander, AIA, AICP

The proposed amendment to the Boston College Master Plan serves to reveal a number of significant and unresolved land use, urban design, and planning issues that were not addressed by the Institutional Master Plan. Items that are unresolved but require extensive land areas include additional dormitories, dinning and related services, recreational open space for the resident students, parking for 9,000 commuters plus 6,000 residents' students, roadways for services and emergency access, a new and large recreational complex, and a student center. All this to be accommodated on a site that is already nearing, if not already over, capacity. The stadium expansion only exacerbates the present problem by increasing the impact on the neighborhoods. Furthermore, the stadium, if approved, will be inadequate the day it opens!

Unfortunately, the amendment process only addresses the stadium and not the unresolved planning and development issues, many caused by the recent completion of building approved by the Master Plan. There also has been at least one significant departure from the Master Plan, the apparent use of surface parking lots for new building and plaza construction.

The changes to and violations of the Master Plan guidelines must be reviewed and the Plan Updated. The commitment to complete a Master Plan for Parking and Traffic must be meet. Boston College chose to provide the minimal descriptions of future projects rather than rigorously providing the information outlined by Section 51-30(d). It has proven to be inadequate and does not provide the type of guidance required for a the limited campus area of 53 acres, an area slightly larger than the Boston Commons.

This memorandum first addresses the specifics of the proposed amendment then set forth reasons why the entire Master Plan requires updating.

1. **Cumulative Impacts:** The running track, now part of the existing Alumni Stadium, is eliminated as part of the proposed construction. Section 51.34.3(c) requires the BRA to take into consideration the "cumulative impacts" of any proposed amendment. Either the running track is eliminated as part of the Campus Master Plan or the site of the relocated track must be identified and that impact considered. If the impact is not considered, future replacement of the running track must be handled as an amendment to the Master Plan and, if the

Exhibit B

currently proposed amendment is approved, the stadium amendment must clearly specify that necessity.

2. **Integral Project:** In the Master Plan, the proposed replacement of the Flynn Student Recreational Complex was a Long-Term project. The Plan states that a decision on its replacement will not have to be reached until the year 2000 (Page 8-1). Boston College has now moved this project into the Short-Term time period. The Master Plan must be also amended to include this project within the time period covered by the Plan. Presently the Master Plan Map #15, Anticipated Map of Boston College, Chestnut Hill, 2001, does not show any recreational complex.

   Furthermore, Boston College has recently stated that the Recreational Complex will be functionally integrated with the Stadium and the entrance portals will penetrate the Complex. The Master Plan, however, states that the "new complex would be elevated to allow vehicular traffic and parking below" (Page 8-2). This contradiction must be resolved as part of the present amendment to the Master Plan.

   Unless the impact of this structure is considered as part of the present amendment, the full "cumulative impacts" of the stadium will not be identified and Section 51.34.3(c) will not be met.

3. **Deviations from the Master Plan:** In approving the Master Plan for Physical Facilities Development, the Boston Zoning Commission, ratified the commitment that states:

   > Boston College will develop a Master Plan for traffic and parking.
   > The Master Plan will include the survey for existing parking spaces
   > with goals of increasing the number of spaces. (Page 1-3)

   This commitment has not been fulfilled even though more than 18 month have passed since the Zoning Commission approved the Master Plan on July 8, 1992. An amendment to the Master Plan is not appropriate until the commitments made in the original Plan are fulfilled.

   Parking and circulation is critically important on the Lower Campus. Clear unimpeded accesses for fire, police, and other emergency vehicles are not defined at the present time. Recent completion of buildings, including two dormitories, a dinning facility, and a parking garage, adds to the already dense campus area containing a theater, dormitories, student recreation complex, and an arena seating 8,500 persons. A clear road system is required for the 53 acre Lower Campus. Access through parking lots as illustrated by the Master Plan Map #6, Existing Pedestrian and Automobile Circulation, is unacceptable for safety reasons.

4. **Master Plan Update/Renewal Required:** The proposed Amendment to the Master Plan is inappropriate without a Master Plan Update and/or Renewal. Many changes to the Master Plan have occurred in the final siting and design of structures' under-construction or completed. Projects mentioned for the Long-Term or beyond the time period for the present Master Plan are now being proposed for the Short-Term. Map #15, showing building

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locations but not footprint, is woefully out of date. Specifically it fails to show the under-construction parking garage and the Flynn Recreational Complex or its replacement.

5. **Violation of the Approved Master Plan:** The approved Master Plan has apparently been violated by the construction of recent building and plazas on parking areas required to meet the commuter and resident parking commitment. This reinforces the need for the early completion of the Master Plan for Parking and Traffic.

   The December 1993, Rizzo Report (Page 35) states that there are 3,705 parking spaces on the Chestnut Hill Campus including the existing parking garage (833 spaces), the under-construction parking garage (800 spaces), and Shea Field (1,000 spaces). Excluding both of the parking garages and Shea Field, the total surface parking available is 1,072 spaces.

   The Master Plan states that there are 2,018 spaces on the Lower Campus (excluding Shea Field and the existing parking garage) plus 577 spaces on the Upper and Middle Campus for a total of 2,595 spaces.

   On the basis of the Rizzo Report compared to the Master Plan data, recent construction has removed approximately 1,500 surface parking spaces. This is a clear violation of the approved Master Plan that states that "The proposed parking structure...would add to the University's inventory of parking spaces" (Page 4-2). This violation of the approved Master Plan must be addressed prior to consideration of the proposed amendment.

   Until the parking discrepancy is rectified, the Department of Inspectional Services cannot issue a building permit to Boston College under Section 51-33 since consistency with the Master Plan is impossible to show.

6. **Forbidden Use:** Section 51-29.2(b) states that existing institutional building or structures are deemed to be in compliance with the dimensional, parking, and loading requirement of Article 51. Reconstruction or additions to such structure *are not afford this protection* and are fully subject to the various requirements of Article 51 unless fully described in the Institutional Master Plan.

   A Stadium is a Forbidden use in the Boston College Subdistrict unless described in the Institutional Master Plan (Section 51-28 & Table I). The reconstruction and expansion of the stadium are not part of the Approved Master Plan and thus are Forbidden. The Amendment to the Master Plan must not be approved as it is clearly contrary to the intent and purpose of the planning process leading to the approval of the Zoning Article.

7. **Building Height Violation:** The maximum building height for structures and building located within 50 feet of an Open Space Subdistrict, is limited to 35 feet. The MDC Park land is an Open Space Subdistrict (OS-P) and this property line is within a few feet of the existing parking garage and proposed stadium. This height limit controls all building and structure within 50 feet of the Park, while buildings located between 50 feet to 100 feet from the Park

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are limited to 45 foot. In other locations, the height limit is 55 feet. At 75 feet, the stadium's reconstruction and expansion is in violation of the maximum allowable height.

8. **FAR Violation:** The maximum FAR for the Boston College Subdistrict is 1.0. The BRA reported that the existing FAR for the Lower Campus is 2.0 (Page 4 of the BRA's Scoping Determination). No further increase in FAR is justified for any future buildings or structures included in the Master Plan unless the square footage is specified in accordance with Section 51-30(d) and Section 51-28. The Master Plan often failed to specify square footage, specifically the replacement for the Flynn Recreation Complex and some other Long-Term Projects discussed in Chapter 8. Building or structures, not included in the Master Plan, automatically violate the FAR limits.

9. **Evidence of Remote Lot Control:** The remote parking areas are critical to the stadium. Even though the BRA Scoping Determination requires evidence of site control, only short term leases have been discussed, and not provided. The remote sites include St. John's, MWRA pump house, Hammond Pond Parkway, Newton County Day School, Honeywell-Bull site, and the Needham Industrial Park.

   Without control and use of these or similarly located sites, the parking and traffic impact will be overwhelming. If long term leases are not obtainable, then the permits for the use of the additional capacity at the Stadium should be periodically review.

10. **Evidence of Remote Lot Capacity:** The remote sites depend on lawn parking except for two. No evidence has been offered that the sites will accommodate the number of cars assigned while maintaining emergency access. Topography combined with inclement weather may make some remote parking locations unusable, including St. John's and portions of the Boston College Newton Centre Campus.

    Permanent hard surface parking areas, layouted in accordance with accepted traffic engineering standard must be required for all remote parking lots.

11. **Evidence of Access Capacity to Remote Lots:** The parking concept or management plan is predicated on dispersal and assignment of parking to a number of remote lots, so that individual access roads are not overloaded. Given the variables, such as transit use, number of walk-in, occupancy per vehicles, arrival and departure times of the parking estimates, and the weather, the required number of parking spaces may change dramatically during a season or over a two or three year period. While the parking areas may be able to accommodate the additional parking, the local access roads may not.

    On a yearly basis and in order to obtain a permit use for the additional seats, Boston College must provide the necessary evidence that the access roads have sufficient capacity to carry the project load at a Level of Service C and did so the previous year.

12. **Long Term Commitment:** Boston College expects a permanent commitment to use the Stadium. Why should the City of Boston accept any less of a commitment on the part of Boston College? This commitment to the City should take the following form:

    - On a yearly basis, Boston College must present an updated traffic and parking management plan based on the prior years' results. Any changes or modification

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necessary to achieve a Level Of Service C on the access roads in the core campus area or on the roads serving the remote lots must be made to the satisfactions of the Boston Transportation Department. Depending on the ability of Boston College to clearly demonstrate that their management plan will meet the LOS criteria, the City of Boston would issue use permits for some or all of the 12,000 additional seats.

13. **Commitment to Stadium Size:** The review of the Stadium expansion has been costly in terms of Staff time, Board time, and citizen time. The previously reconstruction of the Stadium occurred in 1987-1988, a relative short time ago.

    If the proposed expansion is approved, Boston College must make a 20 year commitment that no additional reconstruction, remodeling, or expansion shall be requested.

14. **Campus Planning:** Boston College, as a major educational institution with national stature, must look to the long term when making short term decisions. The Stadium is the wrong shape, probably the wrong size, and the decision is being made within narrow considerations, not within the context of what is best for the long term physical development of the Boston College Campus.

    Upon completion, the Boston College Stadium will be 15,000 seats below the average stadium size for the Big East Conference. Can this be considered a good decision? A stadium already obsolete the day it opens!

    The current demands on Boston College's limited acreage is tremendous. With 9,000 daily commuting students and faculty, parking is in short supply. If BC actually meets the parking demand some 85 of the 125 acre campus would have to be devoted to surface parking.

    Student housing is another major issue that Boston College must address. With more than 40% of the full time graduate and undergraduates' student residing off campus there is a large demand for additional dormitory sites. If so, how will this be met?

    Internal circulation on the Lower Campus is a shambles. Two small entry roads are located on land permitted from the MDC. BC has no sense of public entry. You arrive at the main gate, and then what? The theater is tucked away, essentially unreachable.

    Isn't it time to carefully look at parking, circulation, housing, academics, and sport facilities in a comprehensive manner. The recently completed Master Plan is a Plan in name only and only deals with general locations of buildings and does not address parking, circulation, open space, and outdoor recreation. There is a total lack of understanding the important role of a physical master plan in the decision making process.

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The scale and intensity of development on the Lower Campus is high. For comparison, this campus area is only slightly larger than the Boston Commons that is surrounded by 4-lane streets. The Lower Campus is only served on three sides by small 2-lane roads and is currently or is proposed to contain:

- A 44,500 seat stadium
- a 8,500 seat basketball arena,
- a 100,000 sq. ft. recreation complex,
- a 90,000 sq. ft. Campus Student Center,
- a 50,000 sq. ft. dinning facility,
- a 600 seat theater,
- two multi-level parking garages accommodating 1,600 cars,
- surface parking for 2,000 (per Master Plan) of the 7,000 commuting students,
- surface parking for 1,000 cars on Shea Field during special events (and athletic fields for football, soccer, and baseball at other times),
- open space for student residents
- circulation for parking access, service, and emergency vehicles, and possibly
- two dormitories, an academic building, and soccer and tennis courts.

The entire Chestnut Hill Campus of Boston College is 125 acres. This limited land area places a premium on carefully decision-making regarding physical growth. The process of Master Planning becomes critical. The Middle Campus of the College, especially the Commonwealth Avenue side, shows the result of foresight and effective campus planning. Unfortunately, Boston College has allowed the Lower Campus to grow like topsy.

The Boston College community of 16,000 persons (including 9,000 commuters) located on the limited campus acreage results in an urban density of 125 person per acre. Yet this community has no internal circulation system. The location of the main Lower Campus road was determined by the prior land use, the Lawrence Water Reservoir. A road around a reservoir can hardly be expected to provide adequate circulation for the intensity of development now found on the Campus.

Placing the density in perspective, the University of Notre Dame has an enrollment of 10,000 students as compared to Boston College's enrollment of 14,000 students. Notre Dame's campus contains 1,250 acres as compared to 125 acres for Boston College. The land area containing Notre Dame's stadium, basketball/hockey arena, and practice fields exceeds the acreage of the entire Boston College Campus. Even Harvard's sports area, situated in an urban area, occupies an area equal to the entire Boston College campus.

Boston College must not be allowed to continue to ignore and disregard the necessity for effective campus planning. They must not be allowed to plan and execute project with the impact falling on the adjacent neighborhoods.

FINAL-01.DOC

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Noise Report

January 24, 1994

I. Introduction.

This report is primarily based upon the comments and observations of Alfred Goldberg, retired engineer. Mr. Goldberg is a resident of Nancy Road, Chestnut Hill, and has conducted a personal study of noise impacts associated with Alumni Stadium. Mr. Goldberg does not purport to be an acoustical expert, but rather he is a concerned community resident with training that enables him to grapple with the noise problem.

The report is divided into three parts. The first part contains comments on the Ascentech sound study of 12/7/93. The second discusses noise levels that Mr. Goldberg recorded around the neighborhood to the south of Alumni Stadium. The third section makes recommendations for dealing with the noise issue in an expanded Alumni stadium.

II. General Comments on the Ascentech Sound Study.

Only one neighborhood location was chosen to record noise--opposite the residence at 9 Acacia Road. Readings taken at this spot are not representative of the neighborhood background level because at this spot, Beacon Street would add to background noise levels in a way that is not typical of other areas of the neighborhood further from Beacon Street. Traffic noise decays as one moves further away from Beacon Street. Other factors combine to make background readings taken at this time and place atypical. It was a rainy day, and on such days, traffic noise at or near Beacon Street tends to be louder. It should also be mentioned that the Acacia Road recording started just one-half hour before game time, with the stands mostly filled and with much movement in the area that would be expected to contribute to the background noise level in a manner atypical of non-game days. To really appreciate the stadium's noise impacts, it is necessary to take background readings at various spots in the neighborhood, not just at 9 Acacia.

The graphical data appears flawed in that noise peaks are depicted as lasting in the order of 5 minutes, whereas generally, peaks are no more than a minute or so in

Exhibit C

duration. This may be the result of inappropriate time averaging. Due to the stochastic nature of noise some kind of time-averaging is necessary. Under the sophisticated method used by Ascentech, noise is recorded continuously and then divided into time blocks, each of which is averaged. It appears that Ascentech used a one-minute block for averaging, which is too wide an interval since the graphic result is not representative of what comes out of the stadium.

Because of the automated method in which the data was recorded there is no way to distinguish what, exactly, was the source of the noise depicted on the graph. There were several sources at the Acacia site: auto traffic, amplified speech, band and the crowd. The Ascentech study has merged all noise sources into an undifferentiated sound, and they are implying that it all comes from the stadium crowd to which no control is possible. This conclusion is unwarranted. Both the amplification system and band cause quite distinct noise impacts which do not necessarily coincide with crowd noise and which are measurable independently of each other and of the crowd noise. Moreover, both are subject to control. The most pronounced sound from the band comes from the percussion instruments and it would seem to be quite feasible to moderate those. Loudspeaker noise can be controlled with a state of the art distributive sound system. Even the crowd noise is controllable to an extent by a stadium design that incorporates noise barriers. Since the stadium is now in a redesign mode, it is advisable to provide the design that is most protective against noise in the community.

Ascentech's conclusion that noise levels will not change much with the proposed increased seating oversimplifies the problem because noise impacting the neighborhood depends not only on the source but also on the whole acoustic environment. The arithmetic of computing an increase of some 1.4Db due to a larger crowd is correct but means only the crowd noise inside the stadium has somewhat increased. Suggesting that 1.4Db will be the only increase outside the stadium does not, for example, account for the reconfiguration of seats within the stadium. For the first time, we will have seats in the Northern endzone with as many as 10,000 people screaming directly at our neighborhood and with an undetermined number of additional speakers. Nor does Ascentech's conclusion take into consideration the topography of the neighborhood, which is hilly and which has a natural amphitheatre effect with the stadium at the bottom

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of the bowl. What is received outside the stadium depends on how well the stadium redesign attenuates--or, in an unfortunate case, concentrates--crowd noise. Also, it will depend on the efficiency of a new and necessarily larger amplification system with newly relocated speakers.

A major flaw in the Ascentech study of the game day noise experience is the failure to measure airplane and helicopter noise. As discussed in the next section, some of Mr. Goldberg's noise readings of airplanes and helicopters are extremely high. Airplane and helicopter noise is a significant irritant in Brighton as well as in Chestnut Hill. A baseline evaluation of game day noise, which admittedly will increase if the stadium is expanded, has to account for all the noise that is already occuring. Only with complete information will the BRA be able to determine whether or not this is a meritorious project that.

III. Mr. Goldberg's noise readings.

Sounds vary throughout the Chestnut Hill area. Acacia Avenue appears to be receiving the loudest sound, but a surprising amount can be heard on top of the hill, along Essex Road. There may actually be two sound fields; one along the lower parts of the hill and the other is heard higher up and is due to speakers mounted high on the top of the stadium in combination with crowds on the upper decks.

The streets particularly affected by noise from the games are Acacia Road, Lee Street, Reservoir Avenue, Nancy Road, Gatehouse Road, Meigh Road, Chestnut Hill Terrace and Essex Road. While the sound field is uneven within this area, Mr. Goldberg generally measured levels rising to 60 and 65 DBa along these streets. Acacia Road showed levels of 70 to 75 DBa's from amplified speech and from the band at locations far enough away from Beacon Street not be be affected by traffic noise.

Airplane noise is a separate part of the problem. Mr. Goldberg measured 75 DBa's from airplane noise outside his home on Nancy Road, a block or so away from Beacon Street. On September 12, 1992, he measured sound levels of 80 to 85 DBa on most of the streets in the area from two airplanes towing banners and one mysterious hovering helicopter, each reappearing every few minutes for about three hours. There are no known noise readings for airplane and helicopter noise in Brighton.

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IV. Recommendations.

We disagree with Ascentech's assumptions that the noise emitted from the stadium is uncontrollable and that no standards are or can be applicable. In the event that the BRA approves this project, it is essential that noise limits be included for sound so that these limits can become one of the design specifications for the project.

We propose a two part standard. We think Boston College should be held to its repeated assertions that disturbances emanating from the stadium will occur no more than six times per year, and for non-football uses there should be a requirement of no stadium related noise, loudspeaker or otherwise, heard anywhere in the neighborhood. This would require installation of a state of the art distributive speaker system with zoning so that only part of the system need be turned on for minor events, as well as a highly protective stadium design.

For football game days, we propose a limit of 60 DBa at all points in the Chestnut Hill neighborhood, including, without limitation Acacia Road, Lee Street, Reservoir Avenue, Nancy Road, Gatehouse Road, Meigh Road, Chestnut Hill Terrace and Essex Road, areas that have reported noise problems on football game days. This limit would be applicable to all components of the stadium noise problem, including airplanes, speakers crowd, band, etc, whether considered individually or in combination. The proposed standard is derived both from DAQC policy 90-001, attached as exhibit 1 hereto and discussed in more detail below, as well as our concern that noise within our houses be limited. We feel that we should be able to find relief from stadium noise in our houses. Even at 60 DBa, neighboring residents will experience significant indoor noise impacts.

Under DAQC policy 90-001 a source of sound will be considered to be in violation of the Department's noise regulation, 310 CMR 7.10, if the source increases the sound level by more than 10 dB(A) above ambient. We note that by its terms, 310 CMR 7.10 is applicable to sporting events held in one city or town that cause noise in another, which is exactly the situation we have at hand. We believe that background noise in areas of the neighborhood away from Beacon Street is at or around 50DBa; hence the proposed limit of 60DBa is consistent with the standard.

Band noise is easily controllable by prohibiting

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amplification, controlling percussion and/or limiting the size of the band. Impacts of crowd noise should be considered now before the stadium design is finalized so that the College is on notice that it needs a design that will restrict neighborhood noise.

Airplane and helicopter noise is a constant drone that is subject to a more restrictive standard under DAQC Policy 90-001--3 decibels above background. Thus, we are justified in including airplane noise within the general limit of 60DBa proposed for Chestnut Hill. For Brighton neighborhoods whose main noise impact seems to be airplane and helicopter noise, we recommend a direct application of the lower standard applicable to airplanes and helicopters--3 DBa above background. Application of this standard would effectively preclude helicopters from landing in St. John's Seminary.

To ensure that the College reaches this limit, we suggest that as a condition of project approval, the college be required to develop and implement a plan to ensure enforcement of the standard. Such a plan should address the possibility of litigation by the College against the airplane and helicopter owners creating the noise. The plan should also consider legislation making these overhead flights illegal. We in the neighborhood would be pleased to join the effort to solve this problem, but the College needs to provide the legal backup and the political muscle to ensure results.

V. Conclusion

The sound burdens placed on our neighborhood by the stadium are a weekly and sometimes daily problem. While football game days are the most dramatic disturbance of our peace of mind, loudspeaker noise regularly invades our neighborhood throughout the school year. Limits must be included in any project approval to ensure a measure of peace and quiet for our neighborhood.

SOUND

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The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
Department of Environmental Quality Engineering
Division of Air Quality Control
One Winter Street, Boston 02108

February 1, 1990

DAQC Policy 90-001

DIVISION OF AIR QUALITY CONTROL POLICY

This policy is adopted by the Division of Air Quality Control. The Department's existing guideline for enforcing its noise regulation (310 CMR 7.10) is being reaffirmed.

POLICY

A source of sound will be considered to be violating the Department's noise regulation (310 CMR 7.10) if the source:

1. Increases the broadband sound level by more than 10 dB(A) above ambient, or
2. Produces a "pure tone" condition - when any octave band center frequency sound pressure level exceeds the two adjacent center frequency sound pressure levels by 3 decibels or more.

These criteria are measured both at the property line and at the nearest inhabited residence. Ambient is defined as the background A-weighted sound level that is exceeded 90% of the time measured during equipment operating hours. The ambient may also be established by other means with the consent of the Department.

Approved: February 1, 1990

Barbara A. Kwetz

Barbara A. Kwetz
Acting Director
Division of Air Quality Control

Effective: Immediately

I hereby certify that this is a true and accurate copy of Division of Air Quality Control Policy (DAQC) Policy 90-001.

September 21, 1993

Donald Squires

Donald Squires
Keeper of the Records

100% Recycled Paper

Attachment 1 to
Noise Report

7.09: U Dust, Odor, Construction, and Demolition

(1) No person having control of any dust or odor generating operations such as, but not limited to asphalt batching plants, asphalt roofing materials manufacturing plants, asphalt blowing plants, foundries, chemical products manufacturing plants, incinerators, fuel utilization facilities, petroleum products manufacturing plants, aggregate manufacturing plants, food preparation or processing facilities, wood products plants, dry cleaning establishments, paint and varnish manufacturing plants, paper manufacturing plants, leather manufacturing plants, concrete batching plants, metal coating and treating plants, land clearing operations, construction work, dump operations, agricultural operations and street sweeping shall permit emissions therefrom which cause or contribute to a condition of air pollution.

(2) No person responsible for any construction or demolition of an industrial, commercial, or institutional building or residential building with twenty or more dwelling units, shall cause, suffer, allow, or permit emissions therefrom which cause or contribute to a condition of air pollution. Said person shall notify the Department in writing ten working days prior to the initiation of said construction or demolition operation. The ten working day advance notice period will be waived in the event of emergency demolition necessary to prevent a public health or safety hazard.

(3) No person responsible for an area where construction or demolition has taken place shall cause, suffer, allow, or permit particulate emissions therefrom to cause or contribute to a condition of air pollution by failure to seed, pave, cover, wet, or otherwise treat said area to prevent excessive emissions of particulate matter.

(4) No person shall cause, suffer, allow, or permit the handling, transportation, or storage of any material in a manner that results or may result in emissions therefrom which cause or contribute to a condition of air pollution.

(5) No persons responsible for any construction or demolition of a structure that contains friable asbestos material shall fail to comply with 310 CMR 7.09(2) and 310 CMR 7.02. (National Emission Standards for Hazardous Pollutants)

(6) No person shall cause, suffer, allow, or permit the operation of mechanized street sweeping equipment that is not equipped with a suitable dust collection or dust suppression system which is maintained in good operating condition and is operated continuously while the street sweeping equipment is in use to prevent conditions of air pollution.

(7) 310 CMR 7.09(1) through 7.09(4) and 7.09(6) are subject to the enforcement provisions specified in 310 CMR 7.52.

7.10: U Noise

(1) No person owning, leasing, or controlling a source of sound shall willfully, negligently, or through failure to provide necessary equipment, service, or maintenance or to take necessary precautions cause, suffer, allow, or permit unnecessary emissions from said source of sound that may cause noise.

(2) 310 CMR 7.10(1) shall pertain to, but shall not be limited to, prolonged unattended sounding of burglar alarms, construction and demolition equipment which characteristically emit sound but which may be fitted and accommodated with equipment such as enclosures to suppress sound or may be operated in a manner so as to suppress sound, suppressable and preventable industrial and commercial sources of sound, and other man-made sounds that cause noise.

(3) 310 CMR 7.10(1) shall not apply to sounds emitted during and associated with:

(a) parades, public gatherings, or sporting events, for which permits have been issued provided that said parades, public gatherings, or sporting events in one city or town do not cause noise in another city or town;

Attachment 1 to
Noise Report

7.10: continued

(b) emergency police, fire, and ambulance vehicles;
(c) police, fire, and civil and national defense activities;
(d) domestic equipment such as lawn mowers and power saws between the hours of 7 A.M. and 9 P.M.

(4) 310 CMR 7.10(1) is subject to the enforcement provisions specified in 310 CMR 7.52.

7.11: U Transportation Media

(1) Motor Vehicles.
(a) All motor vehicles registered in the Commonwealth shall comply with pertinent regulations of the Registry of Motor Vehicles relative to exhaust and sound emissions.
(b) No person shall cause, suffer, allow, or permit the unnecessary operation of the engine of a motor vehicle while said vehicle is stopped for a foreseeable period of time in excess of five minutes. 310 CMR 17.11 shall not apply to:
1. vehicles being serviced, provided that operation of the engine is essential to the proper repair thereof, or
2. vehicles engaged in the delivery or acceptance of goods, wares, or merchandise for which engine assisted power is necessary and substitute alternate means cannot be made available, or
3. vehicles engaged in an operation for which the engine power is necessary for an associated power need other than movement and substitute alternate power means cannot be made available provided that such operation does not cause or contribute to a condition of air pollution.
(c) 310 CMR 7.11(1)(b) is subject to the enforcement provisions specified in 310 CMR 7.52.

(2) Diesel Trains.
(a) No person owning or operating a diesel powered locomotive shall cause, suffer, allow, or permit said locomotive to be operated in a manner such as to cause or contribute to a condition of air pollution.
(b) No person shall cause, suffer, allow, or permit the unnecessary foreseeable idling of a diesel locomotive for a continuous period of time longer than 30 minutes. 310 CMR 7.00 shall not apply to diesel locomotives being serviced provided that idling is essential to the proper repair of said locomotive and that such idling does not cause or contribute to a condition of air pollution.
(c) 310 CMR 7.11(3)(a) and 7.11(2)(b) are subject to the enforcement provisions specified in 310 CMR 7.52.

(3) Aircraft. No person owning or operating an airport shall cause, suffer, allow, or permit routine warmups, testing, or other operation of aircraft while on the ground, in such a manner as to cause or contribute to a condition of air pollution, outside of the property lines of the airport, that in the opinion of the Department are unreasonable and feasibly preventable.

(4) Marine Vessels. No person owning, operating, or having control of a seagoing vessel while it is in the District shall cause, suffer, allow, or permit, aboard said vessel, tube blowing or soot removal activities that cause or contribute to a condition of air pollution. 310 CMR 7.11 shall apply only in the Merrimack Valley Air Pollution Control District, Metropolitan Boston Air Pollution Control District, and the Southeastern Massachusetts Air Pollution Control District.

7.12 U Inspection Certificate, Record Keeping and Reporting

(1) General Applications.
(a) Any person owning, operating, or controlling a facility described in 310 CMR 7.12(3) through (7) shall register on a form obtained from the Department such information as the Department may specify including:
1. the nature and amounts of emissions from the facility,
2. information which may be needed to determine the nature and amounts of emissions from the facility, and

Attachment 1 to Noise Report

REPORT

HYDRAULIC ANALYSIS OF WATER DISTRIBUTION SYSTEM

DEPARTMENT OF PUBLIC WORKS
FOR THE
CITY OF NEWTON, MASSACHUSETTS

DOUGLAS F. REED
CIVIL

JULY, 1991

S E A CONSULTANTS INC.
Engineers/Architects
Cambridge, Massachusetts
Glastonbury, Connecticut

90126.1V

Excerpts

Exhibit D

EXECUTIVE SUMMARY

This report formulates and presents a long range plan for water distribution system improvements within the City of Newton to correct or improve deficiencies and meet future needs. This document summarizes the findings of the engineering investigation conducted by S E A Consultants Inc. in the spring of 1991.

The evaluations conducted during this study were completed with the assistance of a computerized hydraulic model. The model includes all pipes six inches in diameter and larger. The model was calibrated to simulate actual conditions using hydrant flow tests and pipe "C" value tests completed during this study as well as previous studies. The key issues include identifying flow restrictions, improving water quality, and reviewing the appropriateness of the pressure zones. System storage capabilities and the adequacy of the MWRA supply modifications are also evaluated.

Prior distribution system evaluations were based on a skeletonized hydraulic model that did not allow for detailed analysis. The Department of Public Works has acted on many of the recommendations from these studies such as cleaning and lining and pipe replacement programs, repainting the elevated water storage tanks, installing a new meter reading system and adopting a valve replacement program. This study was initiated to develop a more detailed program, recognizing that the large extent of work remaining must be carefully planned.

More than half of the areas in the City that were rated for fire flow requirements by the Insurance Services Office are 20 to 60 percent below the needed minimum flow rate. These problems are caused by flow restrictions created by water mains that are too small. A main can be too small due to its rated diameter and also because tuberculation has built up in the pipe and reduced its effective diameter.

Since these problems are a direct threat to the health and well being of the general public, we suggest that they be addressed as top priority. SEA has put these improvements into Stage I and II programs.

D

Water quality is also an important issue. While the water entering Newton's system from the MWRA is of good quality, the biological and chemical reactions that occur in the older pipes and dead ended mains consume the disinfectant that the MWRA has added to the water to control bacterial growth. Also, sediment is trapped and causes dirty and odorous water complaints.

The remedy for this problem is to eliminate the older tuberculated pipe and to eliminate dead ends by looping whenever possible. Unfortunately, it is not feasible to loop most dead ends. The next best solution is to eliminate the tuberculation and then flush the mains at least twice each year.

Most of Newton's pipe was installed over 130 years ago. This is beyond the usual expected useful life of the pipe. Also, most of this pipe is six inches in diameter. Eight inch diameter is the minimum recommended diameter now and is required to meet residential fire protection requirements.

SEA recommends that the best return on investment is to replace the older 6-inch and smaller diameter pipe as opposed to cleaning and lining the pipe. Piping 8-inches and larger recommended to be cleaned and lined should be evaluated by the City as to actual pipe age, number of breaks, and number of lead service connections in order to determine if it may be more feasible to replace, rather than reline the main. We suggest a goal of reducing the average age of the distribution piping to fifty years. We recommend that the City adopt a 25-year infrastructure renewal program to upgrade the distribution system.

Other recommendations include the merging of the Oak Hill, Chestnut Hill and Andover-Theological School high pressure subdistricts. This should be completed after the MWRA's plan to shift Newton's Oak Hill subdistrict supply from the Commonwealth Avenue Pumping Station to the Brookline Newton Pumping Station is completed in 1995. This recommendation will reduce pumping needs, provide back-up water supplies to these areas and increase fire fighting capabilities to required levels.

D

The City has scheduled a number of streets for reconstruction over the next five years. We suggest that water main replacement be completed concurrently with these projects to minimize disruption to abbuters. Thus, many of the initial projects receive priority for this reason. Combining the health and safety priority program with the infrastructure renewal program indicates that a 25-year program will cost $64 million (in today's dollars). Funding for the first five years of the program will require an authorization of $15 million, an average of $3 million per year. Subsequent appropriations must be adjusted for inflation, or further increased if the City wishes to accelerate the program.

Ranking of infrastructure renewal projects is a complex management task since about 200 miles of pipe are recommended to be replaced. The City is initiating a computer based management information system. This system should be an ideal tool to develop an efficient and justifiable program. We encourage the development of this program so that each annual capital improvement program can be based on issues such as cost of maintaining each section, the number of customers, the likehood of lead service connections(goose necks that should be replaced), pipe age and hydraulic location in the City with respect to the source.

D

Marriot Hotel

The 1300 gpm available fire flow falls short of the required 3500 gpm flow rate due to the restrictions imposed by the 6-inch water main which feeds the hydrants in the area.

Boston College

Fire flows to the College site are limited to the 1600 gpm output of the Manet Road Pump Station which services the CHPD in which the College is located. Therefore, the ISO requirement of 3000 gpm cannot be met.

Water Quality

Water quality is impacted two ways; by the quality of the MWRA supply at Newton's connections, and by Newton's distribution piping. The MWRA provides treatment for disinfection to kill pathogens that cause disease and flouridation to prevent tooth decay.

The water quality is generally good but seasonal algal growths in the reservoirs has caused objectionable tastes and odors. The MWRA has made a committment to construct a water treatment facility on the Wachusetts Reservoir and to cover several smaller reservoirs. This should enhance corrosion control and address the taste and odor problems.

Water quality problems usually occur when sediment within the mains is resuspended when sudden high flows occur such as the opening of a hydrant, adjustment of a valve or a water main break. Sediment build-up is most significant in dead-end sections or areas where the velocity of

D

water through the pipe is very low. Typical of older systems such as Newton, the encrusted material on the inside of the pipe can be scoured off during high flows which causes sudden "rusty" water problems.

Other rusty water complaints can most likely be traced to corrosion of unlined cast-iron mains. Typical problem areas noted by the City are the Nonantum Village area of the NPD; and the dead-ended water mains on Hawthorne Avenue, Prospect Street, Grove Hill Park and Countryside Drive in the SPD, and Bald Plate Hill in the OHPD; and the dead ends created by the closing of valves at pressure district boundaries.

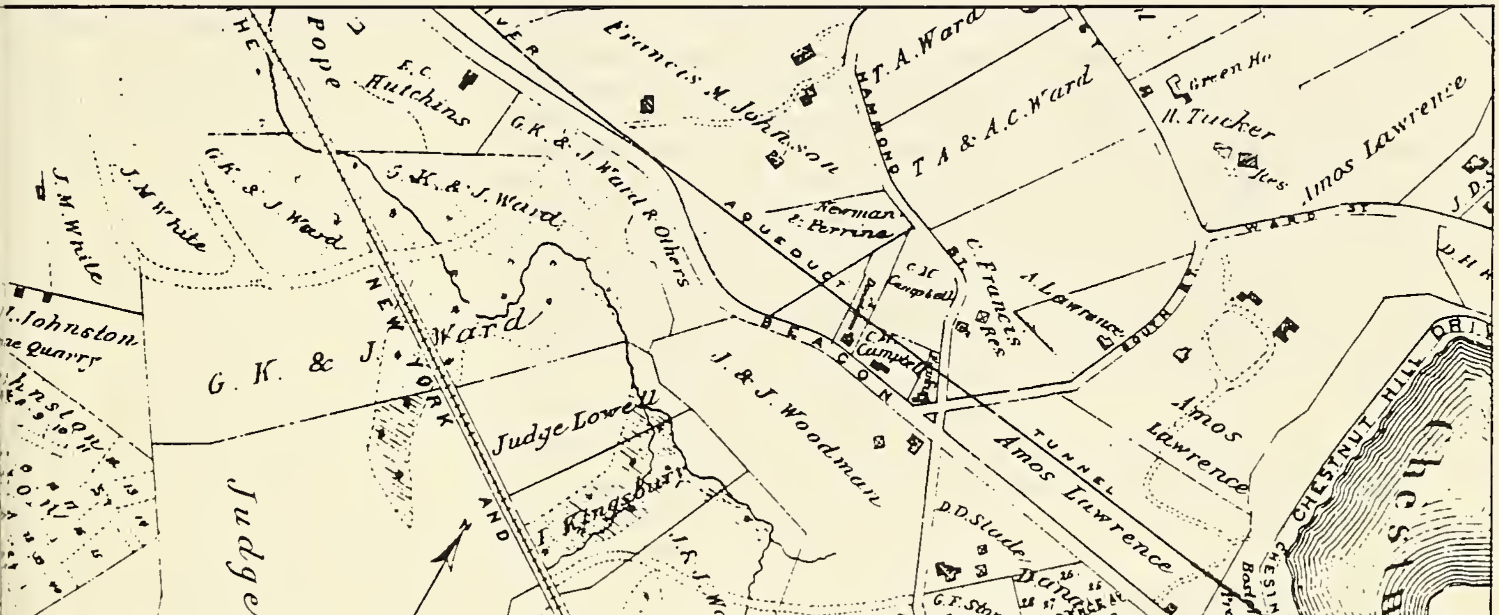
The other issue is the lack of chlorine residual in the system. This is caused by the same problem as rusty water complaints. Tuberculation and sediment in the pipe promote bacterial growth. The bacteria then use up the chlorine in the water. Once the water reaches the extremeties of the system there is no bacterial growth inhibitor left. The proliferation of bacteria further contributes to poor taste, odors, and further degradation of the interior of pipe. With new pipe, the pipe walls are smooth, eliminating the voids where bacteria can grow, allowing a chlorine residual to be maintained for longer periods.

Based on the field tests and the documented age of the system, roughly 70 percent of the 6-inch and larger water mains have very low "C" values, which translates to high headlosses within the main due to pipe roughness. This suggests that about 200 miles of pipe are heavily tuberculated and must be cleaned or replaced to improve water quality.

D

CHESTNUT HILL HISTORIC DISTRICT

A brief description of its significance and how it affects you...



Map of Chestnut Hill, circa 1874

Exhibit E

Chestnut Hill Historic District

An Introduction

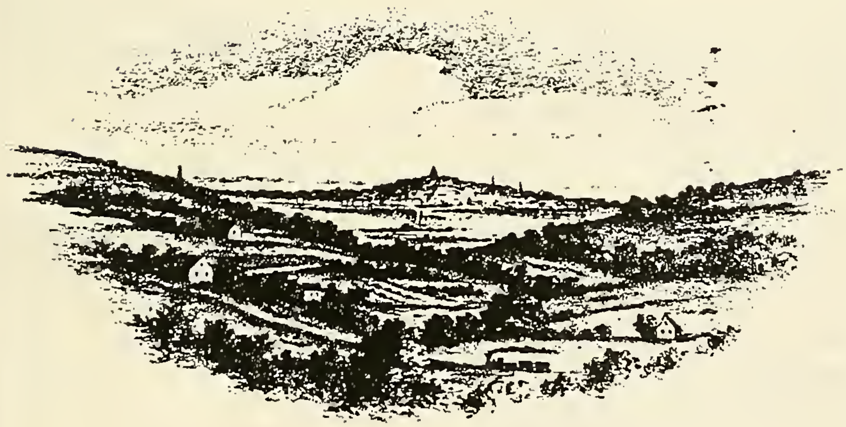
The Chestnut Hill Local Historic District

The Chestnut Hill neighborhood of Newton has long been recognized for the beauty and historical value of its architecture and gardens. In 1991, the Chestnut Hill Historic District was enacted by the city to protect this heritage for future generations. There are now two Local Historic Districts in Newton, and over one hundred statewide. Chapter 40C of the General Laws of the Commonwealth of Massachusetts, enacted in 1960, defines the provisions under which Local Historic Districts operate. Historic District status does not affect use of buildings within the district, but does subject exterior changes to review by a Historic District Commission.

History of Chestnut Hill

The land that forms the Chestnut Hill Historic District was first settled in 1650 by Thomas Hammond, Vincent Druce, and John Parker. The "Roade to Goodman Hammond's" was laid out in 1658, linking the Sherburne Road (now Heath Street) with Ward Street and Newton Centre. The Hammond family owned most of the land now included in the District and farmed it for over four generations. The original Hammond farmhouse was near the point where Essex Road joins Hammond Street, and the foundation of the huge barn can still be seen across the street. Three houses remain from this early period: 9 Old Orchard Road, built by Thomas Hammond Jr. c. 1662; 521 Hammond Street, built by the Hammond family in 1675; and 137 Suffolk Road, originally built on Hammond Street by John Parker between 1680 and 1700 and moved to its present location in 1904. For over two hundred years, a close-knit farming community of Hammonds, Wards, Stones, and Kingsburys flourished in the area.

In 1856, a new era began, when members of the Lee family, who had inherited one of the Hammond farms, planned a suburban development made possible by improved access via Beacon Street, completed in 1850, and the Charles River Railroad, completed in 1852.



View of Back Bay from Chestnut Hill (From Plan of Chestnut Hill, 1856)

Chestnut Hill is particularly known for the quality, consistency and architectural interest of the houses built from the mid-1850s through the early 20th century. Many of these were architect-designed, and were intended to fit gracefully into the topography, amid the rocky outcroppings and tall trees. Colonial Revival, Georgian Revival, and Shingle styles predominate. More modest houses were included, but these were also designed with concern for the architectural integrity of their surroundings. The gardens of Chestnut Hill are a special delight. Although the original chestnut trees died in a blight at the turn of the century, copper beeches and rhododendrons have taken their place.

The Chestnut Hill Historic District shows the development of architectural concepts over time within a consistent framework. The Commission intends to preserve and extend this heritage.

E

Historic District Ordinance

The City of Newton Historic District Ordinance governs the Chestnut Hill Historic District. The Ordinance provides that no buildings or structures may be added to, removed, or changed in exterior features without a Certificate of Appropriateness issued by the Commission. If the proposed change is not subject to review by the Commission because it is not visible from a public way or body of water or for some other reason, a Certificate of Non-Applicability or Hardship will be issued. All applications for certificates must be submitted and approved before changes can be made.

Do All Changes Require Review by the Commission?

Ordinary maintenance, repair, or replacement of existing exterior features which do not change the exterior design, material, or appearance do not require review. Landscaping with plants, trees, or shrubs is not reviewed. There are seven items which are exempt from review for which a Certificate of Non-Applicability is issued. Examples of the exemptions are paint color, storm windows and storm doors, and attached lighting fixtures. A property owner should refer to the Ordinance or inquire at the Newton Department of Planning and Development for specific information.

What Items Require Application and Review?

The ordinance requires that application and review be made for all changes. In the event that a review is not required, a Certificate of Non-Applicability will be issued.

Among the types of alterations that will be reviewed for appropriateness to the property and the historic district are:

- Exterior remodeling, additions
- Demolition of any structure
- Siding material
- Doors and windows
- Chimneys and brickwork
- Fences and gates
- Signs and signposts
- Stone walls

How Do I Apply For a Certificate of Appropriateness?

Application forms are available at the Newton Department of Planning and Development. The application forms are self-explanatory. A completed application may be returned to the Commission at the same office.

What Is the Historic District Commission?

The Commission consists of seven members appointed by the Mayor subject to confirmation by the Board of Aldermen. The Commission includes an architect, an attorney, a realtor, two members of the Newton Historical Commission, and two residents or property owners of the District. Most of the current members of the Chestnut Hill Historic District Commission live within the District itself.

How Does the Commission Conduct Its Review?

Applications are reviewed at the Commission's monthly open meetings. Applicants are notified of the date and invited to attend, although this often is not necessary.

In cases requiring a Building Permit or involving significant changes, a public hearing will be held. The applicant and all abutters will be notified by mail.

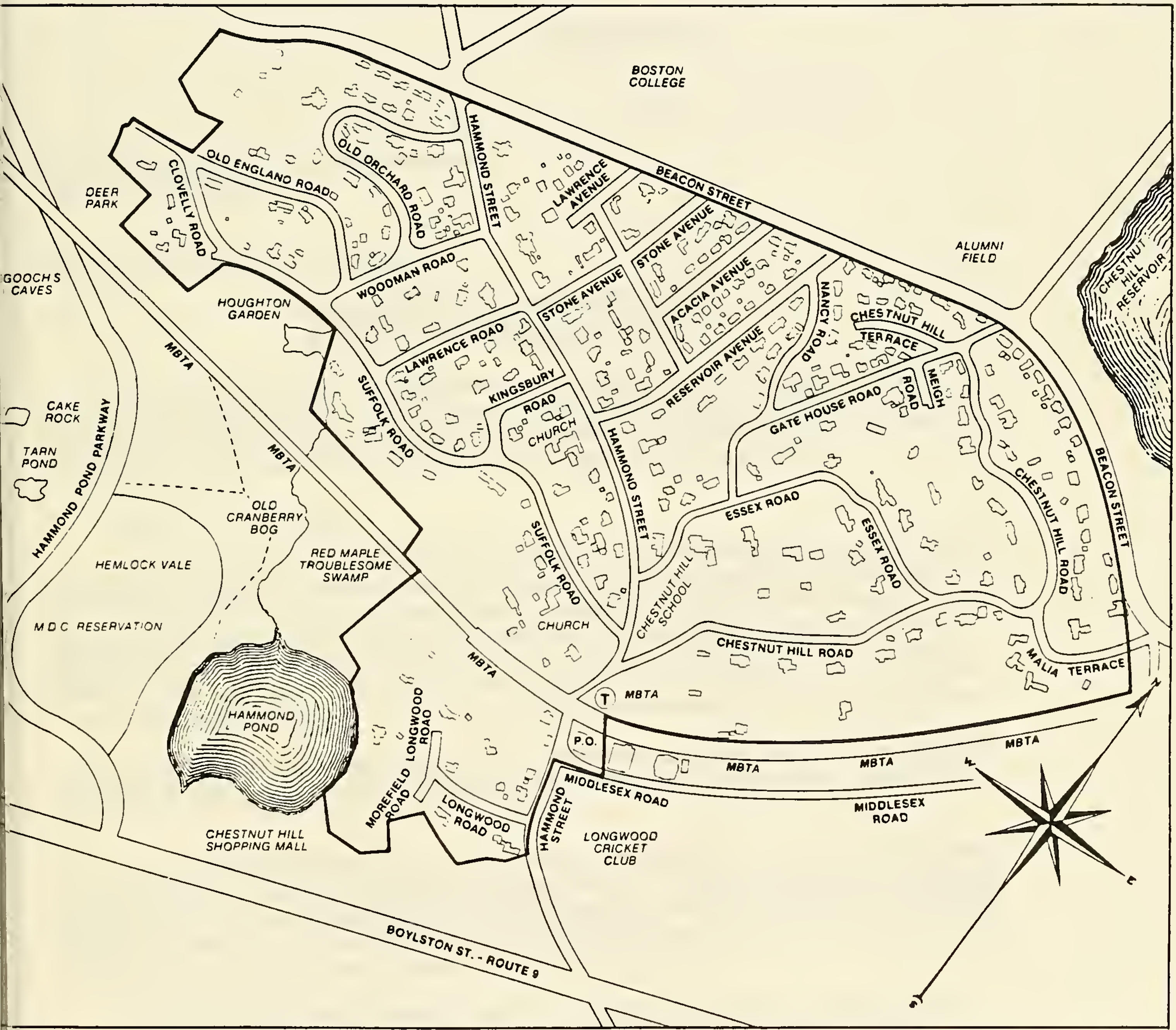
The Commission must respond to all applications within 45 days. Commission rulings may be appealed to the Metropolitan Area Planning Council within 20 days of a ruling.

Where May One Obtain More Information?

The Commission welcomes advance inquiries as to the applicability of the Chestnut Hill Historic District Ordinance. Inquiries may be made to the Historic District Commission staff at the Newton Department of Planning and Development.

E

Chestnut Hill Historic District Commission
City of Newton
1000 Commonwealth Avenue
Newton Centre, Massachusetts 02159



Gretchen Schuler
Preservation Planner
(617) 552-7135 ext. 106

E

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-3842

OFFICE OF COMMUNITY AFFAIRS
(617) 552-4787

January 27, 1992

Allston/Brighton-Boston College Community
Relations Committee

Dear Co-Chairs Costello and Carmilia:

RE: MEMORANDUM OF UNDERSTANDING
BOSTON COLLEGE MASTER PLAN

Over the past several years representatives of Boston College and members of the Allston/Brighton-Boston College Community Relations Committee (the "Committee") have been discussing the Boston College Master Plan. It is the purpose of this letter to set forth the final understanding of Boston College and the Committee regarding the Master Plan.

1. Student Dormitories

Boston College intends to construct two (2) new undergraduate dormitories on sites A and B as defined on Map 15 attached to the Master Plan. The combined dormitory buildings shall contain a maximum of 614 net new student beds. The project will result in the removal of approximately 120 existing modular beds through the demolition of eight (8) existing modular buildings. Each new dormitory building shall be approximately 115,000 square feet in size and shall not exceed six (6) stories in height. Each building and the associated dining facility shall be constructed of materials chosen to enhance the urban design image of the Boston College campus.

Boston College expects to commence construction of the dormitories and dining facility in the Spring of 1992 with a view towards completion of construction and occupancy in the Fall of 1993.

As previously discussed with the Committee, after construction of the dormitories a view corridor of 224 feet shall remain between the westerly facade of Walsh Hall and the easterly facade of the new dormitory closest to Walsh Hall. The distance from the front of St. Ignatius to Dorm A measures 311 feet. In addition, Boston College shall maintain the "Ring Road" through the Lower Campus in substantially the same alignment as currently exists.

Boston College has previously discussed with the community the possibility of a third dormitory on site C. Boston College is not currently seeking Master Plan approval of such dormitory. If Boston College seeks to construct the third dormitory, Boston College shall notify the Boston Redevelopment Authority pursuant to Article 51 of the Zoning Code and shall proceed through the zoning processes contemplated by the Master Plan provisions of Article 51.

Exhibit F

2. Dining Commons Facility

Boston College intends to begin construction in the Spring of 1992, along with the new dormitories, a new dining commons facility adjoining the Robsham Theater building on site D. The dining facility to be completed in the Fall of 1993, shall contain approximately 42,000 square feet and shall not exceed two (2) stories in height (exclusive of mechanical penthouses).

3. Student Center

The construction of a new student center remains a priority to both Boston College and the Committee. Boston College shall continue to plan for the construction of a new student center on the Lower Campus in the approximate location of sites A2/B1. The anticipated construction start date for the student center remains the Fall of 1993 or the Spring of 1994 with a consequent completion anticipated after September 1995.

The student center shall be designed and programmed to encourage maximum usage by students through the availability of a wide range of recreational, social, cultural, and personal services and activities. Boston College shall work with and consider all suggestions received from the Committee, on an ongoing basis, in determining the appropriate mix of such activities and services.

To the extent Boston College seeks the services of outside vendors, Boston College shall work with the Allston/Brighton community to maximize potential for Allston/Brighton merchants and individuals to provide services and goods in the new student center. Toward this end, Boston College shall notify the Allston Board of Trade and the Brighton Board of Trade of potential business opportunities in the student center and shall work with individual local merchants and groups to facilitate responses to inquiries concerning such opportunities.

4. Parking Garage

Boston College shall construct a new parking garage on the Lower Campus in the approximate location of sites A2/B1. The anticipated construction start date for the parking garage shall be September 1993, with completion anticipated in September 1995.

The garage facility shall be designed to provide a minimum of approximately 400 cars and a maximum of approximately 800 parking spaces and would be connected to Thomas More Drive by two (2) means of access/egress. Boston College shall endeavor to construct as many spaces as possible as determined by the Transportation Master Plan and site limitations.

5. Other Development Projects

The Boston College Master Plan defines as longer-term projects: (1) the elimination of the remaining "modular" housing units; (2) the creation of open space/playing fields in the center of the Lower Campus; and (3) the replacement of the modular housing units elsewhere on the Lower Campus.

F

Prior to the demolition of the remaining modular units, Boston College shall present its proposed plan for the open space/playing fields to the Allston/Brighton community for review with respect to: (1) the view corridor which will be created from the Commonwealth Avenue/Lake Street intersection; and (2) the development and articulation of the open space/playing fields as an enhancement to the community.

Boston College shall explore the feasibility of constructing the replacement housing for the modular units on site near the Beacon Street boundary of the Lower Campus. In the event that the development of the replacement housing occurs, Boston College shall be required to formally amend said Master Plan to reflect the location, size, height and massing of the building or buildings.

6. Use of Alumni Stadium

Boston College shall endeavor to hold all Alumni Stadium football games during daylight hours. Should television coverage require a night football game, Boston College will so notify the Allston/Brighton community and the BRA, and the three parties shall endeavor to meet prior to any meeting or hearing of the Boston Licensing Board to jointly plan to address all potential impacts of the night game.

Boston College shall only permit the use of the stadium for events which are similar to those which have been held in the stadium prior to the date of the Master Plan. Boston College shall not permit the use of the stadium for other profit and non-profit events with the exception of such events as Special Olympics, high school athletic events and other charitable functions.

7. Community Benefits

Over the term of the Master Plan, Boston College shall work cooperatively with the community to increase the number of qualified Allston/Brighton residents who are employees of Boston College. To this end, Boston College shall provide to the Allston/Brighton community and the BRA annual status reports on applications for employment by and hiring of Allston/Brighton residents.

Other community benefits are listed in Exhibit I hereto enclosed.

8. St. John's Seminary

Boston College shall refrain from using space at St. John's Seminary for either student housing, classrooms or intercollegiate varsity level recreational/athletic purposes. Boston College shall not expand its use of St. John's Seminary beyond St. Clement's Hall without formally amending its Master Plan and proceeding through the appropriate review and approval processes with the BRA. When new intramural playing fields become available on the main campus, Boston College will endeavor to limit the intramural or club athletic use on the Seminary property.

Boston College shall discourage university-owned vehicles and contractor vehicles travelling from the Boston College campus to St. John's Seminary from using Lake Street as a route of travel and encourage the use of Commonwealth Avenue and appropriate streets to St. John's and other destinations. As a matter of University policy, Boston College shall cooperate with the City of Boston regarding its policies on the use of Lake Street.

F

9. Transportation Master Plan

Boston College shall prepare a Transportation Master Plan for its entire campus in conjunction with the Transportation Access Plan for the Dormitory/Dining Facilities Project. The scope and time frame of the Master Plan study will be determined through negotiations with the BRA, the Boston Transportation Department, and representatives from the Committee, said negotiations to commence immediately upon approval of the Institutional Master Plan.

10. 1380 Soldiers Field Road

Boston College will continue to attempt to sell the property at 1380 Soldiers Field Road. If there is no sale, the University will come back to the Committee to discuss the future of the building. Boston College shall inform the Committee about the status of the building in the yearly update process.

11. The Committee

Over the term of the Master Plan, Boston College, along with the Mayor's Office of Neighborhood Services and the Boston Redevelopment Authority, will continue to recognize the Committee as the appropriate community review body for future amendments prior to discussion with other concerned community groups and individuals. We also expect that the Committee will remain representative of the various interested and concerned community groups and committed to the principle of an open and democratic process.

12. Community Support of the Master Plan

The Committee shall vote to approve the Boston College Master Plan and shall support approved master plan projects at meetings of the BRA, the Boston Zoning Commission, and the Zoning Board of Appeal.

APPROVED BY:

Stephen Costello, Chairman

John T. Driscoll
John T. Driscoll,
Administrative Vice President

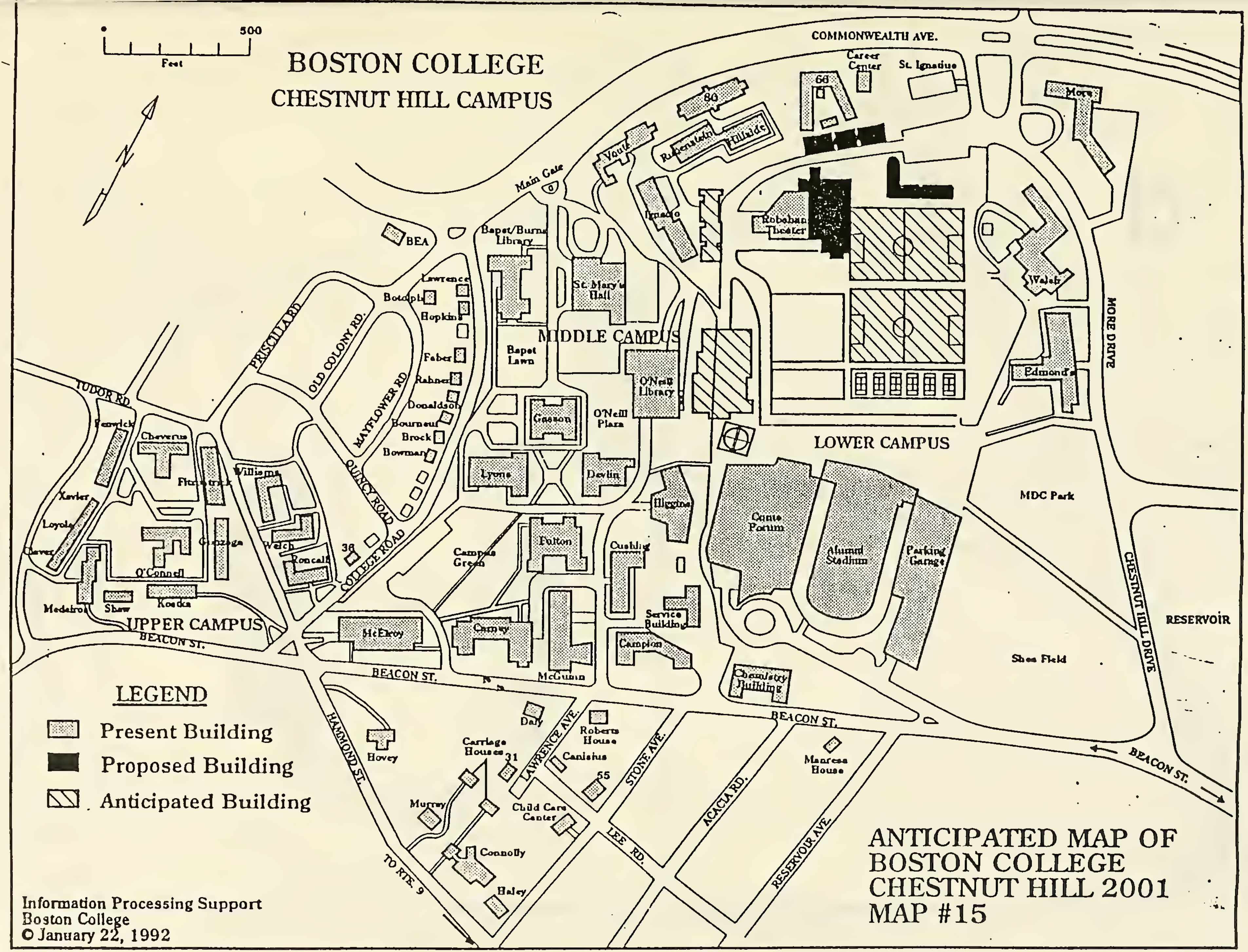
John W. Carmilia
John Carmilia, Co-Chairman

Jean S McKeigue
Jean S. McKeigue, Director,
Office of Community Affairs

F

BOSTON COLLEGE

CHESTNUT HILL CAMPUS



LEGEND

- ▨ Present Building
- ■ Proposed Building
- ▧ Anticipated Building

Information Processing Support
Boston College
© January 22, 1992

ANTICIPATED MAP OF BOSTON COLLEGE CHESTNUT HILL 2001

MAP #15

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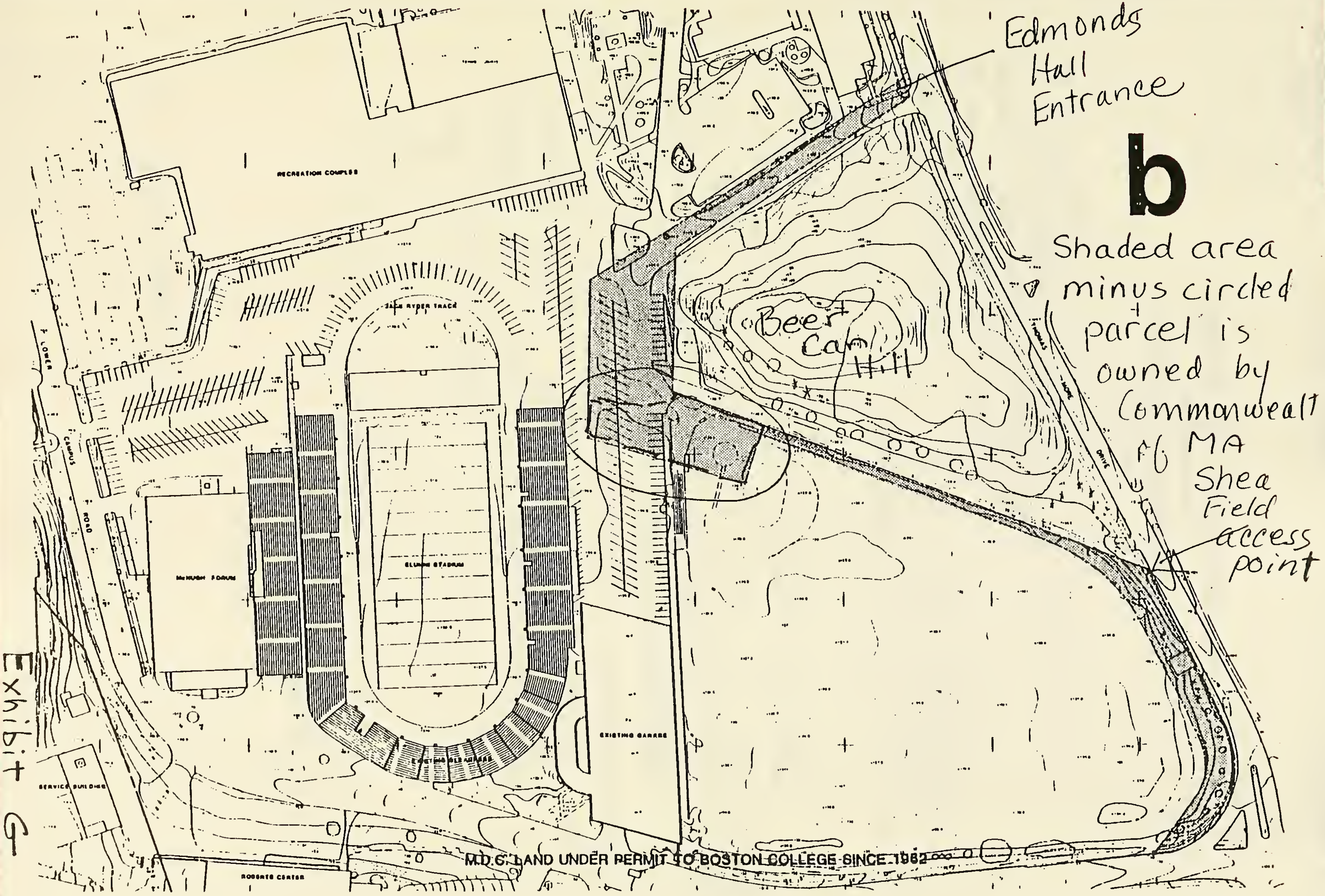

Edmonds Hall Entrance

Shaded area minus circled parcel is owned by Commonwealt of MA

Shea Field access point

Exhibit G

10-83

CHESTNUT HILL ASSOCIATION, INC.
POST OFFICE BOX 173
CHESTNUT HILL, MASSACHUSETTS 02167

1-26-94

Beverley Johnson
Assistant Director for Institutional Planning
Boston Redevelopment Authority
Boston City Hall, Room 931A
Boston, MA 02210

By Telecopier

Re: B.C. proposal to amend Alumni Stadium

Dear Ms. Johnson:

Enclosed please find Exhibit H to the submission of the Allston/Brighton B.C. Community Relations Committee and the Chestnut Hill Association concerning Alumni Stadium and dated 1-25-94. The exhibit was inadvertently omitted from yesterday's mailing. I apologize for any inconvenience this may have caused.

Sincerely,

Judith C. Saltzman
Member

cc: James Wexler, Esq.

Exhibit H

Required Permits

In addition to the sewer connection permit, sewer use discharge permit, and NPDES storm water permits listed in the DPIR, we anticipate that Boston College will require the following additional permits for the project.

HEFA Permit. The College has not provided financial information about the stadium project, so we don't yet know if it intends to use HEFA funds. Obviously, HEFA approval will be required for public financing. Moreover, because of its current indebtedness to HEFA, Boston College needs HEFA approval in order to incur additional indebtedness from private sources to finance its construction projects. Boston College requested and obtained such an approval from HEFA for two pending privately funded projects--the Fulton Hall expansion and the parking garage. (See exhibit H to our MEPA letter of May 13, 1993, which was earlier submitted into the record of this proceeding and which is incorporated herein by reference.)

MWRA S. 8(m) PERMITS. Section 8(m) of the MWRA's authorizing legislation provides in relevant portion that "The Authority may regulate and require the taking of a permit from the Authority with respect to any building, construction, excavation or crossing within an easement or other property interest held by the Authority or in the immediate vicinity of a water or sewer main or other facility which is operated by the Authority." The MWRA has a variety of facilities in the immediate vicinity of the master plan projects. The water tunnel that brings water from the western reservoirs to the City of Boston runs directly under the proposed northern endzone of the stadium. Indeed, the Commonwealth reserved an easement over a fifty foot strip of land to "inspect, repair, renew, operate and forever maintain" the water tunnel. The stadium will encroach upon this easement. In addition, proposed stadium construction would be in the immediate vicinity of shaft 7 which provides access to one of the most critical connections in the metropolitan water distribution system, the junction of three tunnels that provide water to Boston. There are other aqueducts in the vicinity as well. The MWRA

Exhibit H

has confirmed that 8(m) permits are routinely required for demolition and construction in such sensitive areas.

Other MWRA Permits. Boston College requires permission from the MWRA to park cars at the pumping station for athletic events. Permission is sought on a game by game basis, and new permits will need to be sought in the future. In addition, MWRA permission will be required to use the Chestnut Hill Pumping Station as a temporary T stop, and as discussed within, a new MWRA permit or lease will be required for the state property which B.C. uses under the 1962 permit from the MWRA.

DPU Permits. Permits from the Department of Public Utilities may be required to transport persons whose parking, residence, or classrooms have been displaced by the construction projects. Permits may also be required for the new bus routes that Boston College proposes to institute from satellite parking lots to the college.

MDC Permits. M.D.C. permits will be required for construction vehicle access over its parkways, for parking needed to accommodate construction workers and football patrons, and for bus use of MDC parkways.

Department of Public Works Permits. To the extent the College proposes to change signalization on Commonwealth Avenue, a state highway, to accommodate football traffic associated with the enhanced stadium, it will require state permission.

Wetlands Permits. Boston College has proposed to increase the amount of football parking on the Newton Campus from 577 to 1000 to accommodate the proposed stadium expansion (compare Master Plan with April April, 1993 Rizzo study, Table 5). To the extent this might cause alteration of a wetland, a permit will be required.

MBTA Permits. Boston College will need MBTA permission to construct a temporary T stop at the Chestnut Hill Pumping Station.

Department of Public Works Permits. Pursuant to M.G.L. Chapter 81, s. 31, as amended by Section 60 of Chapter 15 of

H

the Acts of 1988, a new curb cut permit is required for a change in use of an existing curb cut for developments which generate a substantial increase in or impact on traffic on state highways. The new permit is also required for a major new or expanded development abutting a state highway, even where the project uses an existing local street to access the state highway. Thus, the College will need to obtain new permits for its access to Commonwealth Avenue, a state highway, as the stadium will have a substantial impact on traffic on this street.

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CHESTNUT HILL ASSOCIATION, INC.
POST OFFICE BOX 173
CHESTNUT HILL, MASSACHUSETTS 02167

1-26-94

Beverly Johnson
Assistant Director for Institutional Planning
Boston Redevelopment Authority
Boston City Hall, Room 931A
Boston, MA 02210

By Telecopier

Re: B.C. proposal to amend Alumni Stadium

Dear Ms. Johnson:

Enclosed please find Exhibit H to the submission of the Allston/Brighton B.C. Community Relations Committee and the Chestnut Hill Association concerning Alumni Stadium and dated 1-25-94. The exhibit was inadvertently omitted from yesterday's mailing. I apologize for any inconvenience this may have caused.

Sincerely,

Judith C. Saltzman
Member

cc: James Wexler, Esq.

Exhibit H

Required Permits

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